

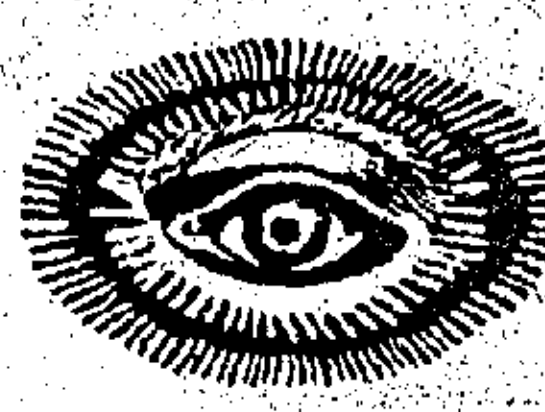
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The China Mail

大英八月八號 禮拜四
中華民國己巳年七月初四日

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/11 3/16.

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No. 27,252 HONG KONG, THURSDAY, AUGUST 8, 1929. PRICE \$3.00 Per Month.

KIDNAPPING OF YOUNG BOY ONE CONVICTION

INTERESTING DISCLOSURES IN KOWLOON COURT

"A MATTER FOR THE S.C.A."

The remanded case in which Li Tsai (36) was charged with the kidnapping of a five-year-old boy, from his mother at 127, Parkes-street, and Cheung Yuet (41) was charged with receiving the child, concluded at the Kowloon Magistrate's Court, before Mr. T. S. Whyte-Smith this morning, when the mother of the child gave evidence along with three other witnesses.

The Police Story
Detective Sergeant Fitches related that first accused was the aunt of the child's mother. Several months ago she ran away from her husband in Hong Kong with her two children and a kidnapper to Taiping, where she sold the boy and brought the girl to Hong Kong again. She went to complainant's house in Parkes-street on July 16 this year, and stayed till the 20th, when she told complainant that she would take her son, together with her child, out to "yum cha" (drink tea).

Complainant agreed and they went out, but the defendant never returned with her son. She sent a letter to the uncle, a brother of accused's husband, in Canton and he at once came down and traced the woman in Wanchai. Together with second accused the first went to the Wanchai Market, where she met a friend of complainant, and when asked if the boy was hers gave an affirmative reply.

Sold For \$140
The two accused took the child to 109, Praya East and there sold him for \$140 to a ship chandler. The sale was witnessed by the buyer, accused, complainant's friend, and the shop employee, and was certified as lawful by the S.C.A. This happened on August 2, and on August 5, the Police, on receiving information, found the child in 109, Praya East, Wanchai, and returned it to his mother, who had reported to the Yau-mat Police Station.

His Worship asked Sgt. Fitches if he was going to prove a charge of fraudulently taking the child, to which the latter replied that he would charge the first accused with harbouring.

The mother gave evidence to the effect that she recognised first accused as the kidnapper.

Three other witnesses then gave evidence, which proved that the child had been sold for \$140.

His Worship discharged the second accused as there was no direct evidence that she had received the child.

One Year's Jail
First accused brought her child into Court with her, and when sentence of one year's hard labour was passed on her, she asked His Worship to settle about her child.

An uncle offered to take the child and send it back to her father up-country, but the mother absolutely refused, claiming that the man was not the uncle.

The uncle said "You cannot be the real mother of the child if you sold your other one?", to which accused replied: "I am the real and lawful mother."

His Worship told Det. Sgt. Fitches that the best solution would be for the S.C.A. to settle about the child's living while its mother was in prison.

Sgt. Fitches agreed and said that he would send it immediately to the S.C.A. for a definite decision.

Accused desired his Worship to let her child stay in prison with her, but Sgt. Fitches said it was not allowed unless the sentence was six months or under.

GOOD FOR COUGH?
A Chinese appeared this morning before the Kowloon Magistrate on a charge of hawking Chinese medicine without a licence.

Asked what he sold, accused told the Magistrate that it was mule, which he obtained himself from the Lau-Fung Mountain in Canton.

His Worship: "What is it good for?"
Defendant: Cough.

Sgt. Bernice: He has had a previous similar conviction, your Worship.

His Worship: Fined four dollars or four days.

WATER SUPPLY ALL RESERVOIRS OVERFLOWING NOW EXCEPT TYTAMTUK

The "China Mail" learns this morning that Tytam intermediate reservoir is overflowing, which means that all the reservoirs on the Island are overflowing with the exception of Tytam, which is still about 40 feet below the overflow level.

As already announced the daily two hours' supply from the rider mains become operative to-day. If, however, Tytam does not overflow, the authorities will have to withdraw the rider mains restriction before the end of the year, say, October. If it does overflow, of course all will be well, as a full supply for the winter months will be assured.

P.W.D. officials are engaged in the work of examining town private tenements. Those found defective will at once be cut off from the rider main. Even so about 50 street fountains will still function, so that, in the case of a tap being cut off, the consumer can still have recourse to the street fountains.

DUTY NOT PAID CHARGE AGAINST DEALER IN WINES

TWO EMPLOYEES INVOLVED

Mr. Hin-shing Lo appeared before T. M. Hazlerigg, at the Central Magistrate's Court, this morning, to defend two of five Chinese who

INCIDENT IN KIUKIANG
European Custom Official Under Arrest

Kiukiang, Yesterday.

Mr. Anderson, a Chinese Maritime Customs Official, has been placed under arrest by the Opium Tax authorities here.

Mr. Anderson, it is stated, had discovered some opium on board the s.s. Kungwo, a British steamer, but was compelled to withdraw.

Subsequently both Mr. Anderson and his staff were arrested by order of the Opium Tax authorities.

Further developments are awaited with considerable interest.—British Naval Wireless.

were charged with the unlawful possession of a large quantity of dutiable wine, the duty payable on which was \$900.

In asking for a date to be fixed for the hearing of the case, Mr. Lo applied for bail for his clients who were only employees of the Chinese wine shop concerned.

The case for the prosecution was that two of the accused were arrested on Saturday, carrying the wine in the street, and they took the Police to the wine shop, in Sai-yung-pun, West Point, where the other three were arrested.

Mr. Hazlerigg discharged two of the accused because there was no evidence to show that they were connected with the wine, although they were on the premises.

The master of the shop and the two carriers of the wine (Mr. Lo's clients) were remanded till Monday next. Mr. Lo's clients were granted bail in the sum of \$250 each.

HAWKERS SATISFIED

Three Chinese appeared before Mr. T. S. Whyte-Smith at the Kowloon Magistrate's Court this morning on a charge of selling articles other than those detailed on their hawkers' licences.

All three pleaded guilty. The third accused kept continuously wiping his right eye.

His Worship: What is the matter with your eye?
Accused: It is sore, your Worship.
His Worship: Oh, I see. Fined two dollars each.

The three left the Court astounded.

REDS IN SZECHUAN

According to a Royal Naval wireless message there appears to be a certain amount of Communist activity in the province of Szechuan.

A slight disturbance, in which Chinese soldiers participated, has also reported, but this appears to have been promptly suppressed.

BARKER'S BUNGALOW PURCHASED FOR BOY SCOUTS

COMMISSIONER UNFOLDS DETAIL OF SCHEME

IDEAL CAMPING ISLAND

Those who last evening attended the concert at the St. Patrick's Club concert hall, given in aid of the Group Funds of the 16th Hong Kong Group (Catholic Cathedral) Boy Scouts, were let into a Scout secret by the local Commissioner, the Rev. G. T. Waldegrave, who announced that the local Boy Scouts' Association had bought "Barker's Bungalow" on the little island at Saiwan. It was the intention to use the island as a training quarter for Scoutmasters, whilst little sites would also be laid out on the island as camping ground for the Scouts.

Week-End Camps

This would mean that Scouts from any Group would be able to camp out during any week-end, and thus have a better opportunity of practising Scout craft. All a group of Scouts had to do was to apply to Headquarters for a site to be allotted them for a week-end, and they would find tents and other camping outfit, including cooking utensils, at their disposal, supplied by the Association and kept on the island for their use.

All the Scouts had to bring along was their own food, and if they were prepared to eat rice and what fish they could catch from the sea, a week-end on the island would require very little outlay of money on the part of a Scout. It would mean only 10 cents, in fact, for tram fare to and from the Shau-kiwan tram terminus.

Public Appeal Intended

Mr. Waldegrave added that before all this could be accomplished, however, there must be an outlay of a good bit of money. He would not say just how much money they wanted, but soon a public appeal for funds would be made, and he hoped that the public generally would give the Scouts' Association the same hearty support which those in the hall had accorded to the 16th Group.

Scouts, Mr. Waldegrave said, could not beg for money; they had to earn all they required; but there was nothing to prevent officers, specially the Commissioner, from begging, and he (the speaker) was confident that he would get the money he wanted.

USED IN WAR

GERMAN PISTOL ON POLICE PIER

FOUND BY PUNJABIS

At the Kowloon Magistrate's Court this morning, Police Sergeant P. Kellet asked his Worship to confiscate a pistol, which was found by two Indian soldiers of the 3/15th Punjab Regiment, on Monday at 3 p.m.

Sgt. Kellet stated that the pistol was found by the soldiers on the landing steps of the Police Pier, Kowloon. They handed it to Capt. Moriarte, of the same regiment, who sent it to the Police the next day.

His Worship asked if the pistol was of a good German manufacture?

Sgt. Kellet replied that it was, and the rust on the nozzle showed that it had been used in the War.

His Worship pointed out that the trigger was missing, and therefore it was of no vital use.

Sgt. Kellet: Will you make an order to confiscate the pistol?
His Worship: I will.

STOLE FROM BABY

YOUNG IN YEARS—OLD IN CRIME

JAIL AND THE CANE

A 14-year-old boy was this morning charged before Mr. T. M. Hazlerigg, at the Central Magistrate's Court, with snatching a gold bangle from the wrist of a baby which was being carried on its mother's back.

He admitted the offence.

The Police provided three previous convictions for similar offences, and the Magistrate told the boy that but for his youth he would have sent him to prison for one year in addition to a whipping.

MR. GEORGE RAPP DEATH IN GOVERNMENT CIVIL HOSPITAL

WELL-KNOWN FAMILY

The death is recorded with considerable regret of Mr. George (Gustav) Rapp, which occurred in the Government Civil Hospital last night. He was 50 years of age and his sudden death comes as a shock to a very wide circle of friends.

For 30 years Mr. Rapp was with Messrs. John D. Humphreys & Son and because of his association with that firm, was Secretary of Humphreys Estate and Finance Co. Ltd., until he retired last month.

He comes from a well-known family that has been in Hong Kong for two generations. A surviving brother is Mr. F. Rapp, sharebroker. There are also married and unmarried sisters; and the widow and a family to mourn his loss. Much sympathy will be felt with the deceased's aged mother.

The funeral will be held to-day, passing the Monument at 5 p.m.

MR. LAI IM-TO DEATH OF WELL-KNOWN CHINESE MERCHANT

HEART FAILURE THE CAUSE

We regret to record the death of Mr. Lai Im-to, at his residence, 517 Nathan-road, Kowloon, this morning, at 4 o'clock, from heart failure.

Mr. Lai Im-to was a well-known business man, being Manager of the Orient Commercial Company and a member of the Committee of the China Club.

The funeral will start from Pottinger-street wharf at 4 o'clock this afternoon for the Tung Wah Hospital Rest home, Jubilee-road.

OUT OF WORK

JULY FIGURES SHOW A BETTER STATE OF AFFAIRS

EXCLUSIVE OF STRIKERS

London, Yesterday.
On July 29 the total number of unemployed was 1,154,100 being 31,457 more than the week before and 150,871 less than the year before.

This was exclusive of persons rendered idle by the dispute in the cotton industry, who are disqualified for benefit under the unemployment insurance.—British Wireless Service.

COTTON DISPUTE

LIKELY TO BE SETTLED BY ARBITRATION

DEADLOCK PREVAILS

London, Yesterday.
The position in the cotton dispute is still one of deadlock. Neither side is willing to comment on the Prime Minister's letter expressing an earnest hope that the parties will arrive at a basis on which an early meeting can be arranged, but there is a growing belief that a settlement will ultimately be reached by arbitration.—British Wireless Service.

DUTCH POLITICS

COUNT BEERENDROUCK'S NEW ADMINISTRATION

The Hague, Yesterday.
Count Ruys van Beerenbroek has formed a Non-Party Administration, with himself as Premier and Minister of the Interior and Agriculture. Jonkheer Van Blokland will continue as Minister of Foreign Affairs and Van Graaf will be Minister of the Colonies.—Reuter.

[A telegram from The Hague, dated August 8, stated that Count Beerenbroek had failed in his attempt to form an administration from the Right-Parties.]

MILL RIOT

THREE OF THE INJURED DIE IN HOSPITAL

Calcutta, Yesterday.
Three of the people injured in yesterday's disturbances have died in hospital.—Reuter.

"HISTORY GOOD FOR THE SOUL" CHINA AND RUSSIA

C.E.R. A SERVANT OF SOVIET IMPERIALISM

WHY THERE OUGHT BE PEACE

Pointing out that "a little history is good for the soul," Mr. George E. Sogolsky shows, in the "Far Eastern Review," why war is unlikely between China and Russia. He says:—
There can be no question but that both China and Russia have no desire for a war. There is equally no doubt but that neither China nor Russia are economically constituted at the moment to conduct a war on the scale which the present preparations would indicate. The current war talk is largely propaganda, designed merely to maintain national prestige, national dignity and to satisfy the more aggressive and bellicose elements in both countries. China wants peace. Russia wants peace. All Powers desire that there should be peace in Asia. Why then should there be this talk of war, these threatening gestures and denunciations, this massing of troops on the frontier?

First Famous Raid

A little history is good for the soul. In 1924, Dr. Sun Yat-sen invited Russia to assist him in his effort to re-organise the Kuomintang and to establish the Nationalist Government. Comrade Borodin and his associates came to Canton and served with the Kuomintang, particularly in party and military service. The Kuomintang, for a time took on a Communist complexion, Borodin and his Russian and Chinese associates spreading Communist doctrines throughout China as part of their effort to destroy the Peking Government. This movement was wonderfully successful, so that by the end of 1926, the Nationalist armies held the whole Yangtze Valley, except the Shanghai-Nanking region which was then controlled by Marshal Sun Chuan-fang. Largely as a result of the activities of Communist-inclined students and labourers, Shanghai fell at the end of March, 1926.

It was during this period that Marshal Chang Tso-lin made his famous raid on the Soviet Embassy in Peking which resulted in a world-wide disclosure of Soviet plots not only in China but in other countries. Marshal Chang's position was unassailable, as Soviet Russia was undoubtedly and openly assisting his enemies in the effort to destroy his Government by revolution. Although the Embassy was closed down, Soviet consular officers remained in China, while Chinese diplomatic and consular officers remained in Russia.

Chiang's Abhorrence

In the South, Soviet domination was found to be abhorrent by General Chiang Kai-shek. Assisted by a group of Kuomintang Generals, notably of the Kwangsi faction, he broke away from the Han-kow regime and in April, 1927, he established the at that time separatist Nanking Government, as a direct protest against Soviet Russia dictatorship of the Kuomintang and the continued spread of Communism in China. He joined with him in the Nanking Government such persons as were known to be anti-Communist. The new Government entered upon a Party Purification campaign for the extermination of Communists and this had been rigorously followed to this day, sometimes with surprising brutality. Twice in Shanghai and Hankow all Russian Government economic enterprises were closed down and Russians deported. Even certain Russian advisers were arrested and detained without a fair trial and finally in December 1927, the Russian Consulates in South China were closed down, after the Communist riots in Canton during that month.

Credit to Nanking

All this has been justified on the ground of national necessity. The Communist armies of Ho Lung and Yeh Ting were in South China just as the Communist armies of Chu Teh and Mao Tze-tung are operating on the Kwangtung-Fukien border now. Thousands of Communist students and labourers were agitating against the new Government, which adopted drastic measures to preserve itself.

Had Nanking failed in its anti-Communist campaign, the Hankow Government would have come under Communist domination and South China would have fallen prey to a virulent form of Communism. Even those opposed to the Nanking

BELATED REPORT SERIOUS CHARGE AGAINST SMALL BOY WITHDRAWN BY POLICE

The case in which a 16-year-old Chinese youth living at West Point is charged with committing an assault on a seven-year-old girl, living in the same house, was again mentioned before Mr. E. W. Hamilton, at the Central Magistrate's Court, this morning.

It will be remembered that last week the accused was remanded for a week in order to await the report of the Government Analyst to whom a part of the little girl's clothing had been sent for examination. At the last hearing, also, the Magistrate remarked on the fact that the matter was not reported to the Police by the girl's mother until over ten days after the alleged offence.

This morning Detective Sergeant Rozesky told the Magistrate that the result of the Government Analyst's examination had proved to be negative.

Mr. C. G. Perdue, acting Director of Criminal Intelligence, told his Worship that in view of the result of the Analyst's examination, it was no good going on with the case, and he would ask leave to withdraw the charge.

The Magistrate granted the application and accordingly discharged the youth.

The little girl's mother protested, but she was told by the Magistrate that she had herself to blame for not having reported to the Police earlier.

FINE GENERALLY

To-day's weather report from the Royal Observatory states:—Pressure is highest over S. Japan and a shallow depression lies over Hongkong.

The depression in the Pacific is now a typhoon situated about 200 miles east of Balthang Channel, moving W.N.W. or west.

Forecast:—N. E. winds; moderate to fresh; fine, generally.

The American Consulate-General has received the telegram quoted below from the Manila Observatory:—
Aug. 7, 9 p.m.—Cyclone or typhoon E.N.E. of Aparri, moving W. or W.N.W.
Aug. 8, 9.45 a.m.—Typhoon in about 125 degrees, Long. E., and 19 degrees, Lat. N., moving W.

Government must admit that single fact to its credit.

Although the South terminated all relations with Soviet Russia, the North continued a quasi-diplomatic relationship. This was inherited by the Nanking Government when it captured Peking.

Long, Ugly Story

The story of the Chinese Eastern Railway is a long and ugly one. Conceived by the secret Li-Lobanoff Treaty, aimed as an offensive weapon against Japan, it has been throughout its existence a Russian political agent. It served Russian imperialism in Czarist days; it serves Russian imperialism in Communist days. If Nanking claims that it has been used as a vehicle to spread Communism, that will surprise no one, nor will it matter much. The whole history of the Chinese Eastern Railway is a history of political service for Russia—for Russia of whatever complexion.

The vicissitudes of the Chinese Eastern Railway since October 1917, when Soviet Russia came into existence, have painted a drear page in Far Eastern history. Controlled by an Allied Commission for about a year, it eventually reverted to a Sino-Russian partnership in accordance with an agreement signed between China and Russia in 1924. There can be little question but that Russia has failed to live up to the terms of that agreement. China undoubtedly has had a grievance and a case. China would probably have won her case in any international tribunal.

The Wrong Time

The seizure of the Chinese Eastern Railway by the local Manchurian authorities has undoubtedly spoiled China's case, for it was accompanied by a rather senseless propaganda that China would unilaterally abolish extraterritoriality at the end of 1929. It is difficult to believe that the best minds in Nanking favoured

(Continued on Page 8)

THE REPARATIONS PROBLEM BRITAIN'S VIEWS

FINANCIAL AND POLITICAL COMMITTEES APPOINTED

DIVIDED OPINIONS

The Hague, Yesterday.
The Reparations Conference discussed privately Mr. Philip Snowden's criticisms, concerning the distribution of payments. The French Finance Minister, M. Cheron, suggested that another conference of experts, to decide upon the distribution of Reparations, might be necessary.

Italy supported M. Cheron, and Rumania and Portugal supported Mr. Snowden's demand for revision.

Herr Stresemann said that Germany was disinterested as regards the distribution problem, which was a matter for the Allies to settle, but expected the political question to be dealt with.

Paris Press Comment

Paris, Yesterday.
Mr. Snowden's speech is adversely criticised by newspapers here, which are generally pessimistic as regards the outcome of the conference. They dwell upon the grave responsibility of anyone who breaks the Franco-British Agreement.

Finance and Politics

The Hague, Yesterday.
The Conference has formed a Financial Committee, on which each country will have two representatives; also a Political Committee, with Mr. A. Henderson as Chairman, on which the six major Powers will alone be represented.

Belgium and Japan

A private discussion of the Young Plan has been concluded between Belgium and Japan in favour of its acceptance.

The British Attitude

London, Yesterday.
The attitude of the British delegation, at The Hague conference, towards the Young scheme was further explained in a statement to-day, in which the British objections are outlined. It was pointed out that while Great Britain accepts the Young plan as a basis for discussion, it cannot accept it entirely without modifications more favourable to Great Britain.

Great Britain is specially dissatisfied with the alterations in the Spa percentages of the reparations payments and the fact that the Spa percentages are not applied to all classes of payments. Great Britain is equally dissatisfied with the provisions in the Young plan that payments in kind, which, under the treaty of Versailles, should expire in 1931, will, under the Young plan, continue on that basis for another ten years.

The International Bank

Finally, it was added, that opinion in British financial circles is crystallising against the conception of experts that the proposed International Bank should become a great financial institution with a gold reserve, controlling in a general way the international flow of gold.

The British view was that the bank's powers should be limited to those of an international clearing house for the payment of war debts.

Reply To Mr. Snowden's Speech

At to-day's meeting of the conference, delegates of nearly all other nations replied to the speech made yesterday by Mr. Snowden (British Chancellor of Exchequer).

M. Cheron, the French Finance Minister, denied that France would gain by any sacrifice that Great Britain would be called upon to make under the Young plan.

Great Britain was, however, supported by the spokesmen of Rumania, Greece and Yugoslavia.

In the course of a short meeting this evening, the Conference decided to elect two committees, one to deal with political matters and the other to deal with financial questions. Mr. A. Henderson (British Secretary for Foreign Affairs) was elected Chairman of the Political Committee whilst Baron Houtart (Belgian Finance Minister) was appointed Chairman of the Finance Committee.

It is understood that Mr. Snowden and Mr. Wm. Graham (President of the Board of Trade) will represent Great Britain on the financial committee. Both committees will begin work to-morrow.—British Wireless Service.

HONG KONG AND SHANGHAI
BANKING CORPORATION.

Authorized Capital \$20,000,000
 Issued and Fully Paid-up \$20,000,000
 Reserve Funds \$14,000,000
 Dividend \$1,000,000
 Assets \$20,000,000
 Liabilities \$20,000,000

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 BATAVIA
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 MANILA
 NAGASAKI
 PEKING
 SHANGHAI
 SHENYANG
 SINGAPORE
 SOERABAYA
 SUKARNO
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Current Accounts opened in Local Currency and Fixed Deposits received for one year or longer periods in Local Currency and Sterling at rates which will be quoted on application.
 (Hong Kong, 24th May, 1929.)

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The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
 FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
 A. C. STYNE,
 Chief Manager.
 Hong Kong, 18th September, 1927.

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MAATSCHAPPIJ, N.V.

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 BANGKOK
 Established 1828.
 Hong Kong Office:—11 Queen's Road Central.
 Authorized Capital \$100,000,000
 Paid-up Capital \$100,000,000
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 Eastern Head Office:—BATAVIA
 BRANCHES:—Batavia, Bencoolen, Borneo, Hong Kong, London, Lyons, Shanghai, Singapore, Soerabaya, Sumatra, Siam, Swatow, Tientsin, Yokohama.

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HEAD OFFICE:—
 96, Boulevard Haussmann, Paris.
 Subscribed Capital Frs. 72,000,000.00
 Paid-up Capital Frs. 68,400,000.00
 Reserve Funds Frs. 102,000,000.00
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 Bangkok
 Batavia
 Canton
 Cebu
 Hankow
 Harbin
 Hong Kong
 Kanton
 Lyons
 Manila
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 Soerabaya
 Tientsin
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Established 1880.
 Capital (fully paid-up) Yen 100,000,000
 Reserve Fund Yen 105,500,000
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 Batavia
 Bombay
 Buenos Ayres
 Calcutta
 Canton
 Changchun
 Hankow
 Harbin
 Hong Kong
 Kanton
 Lyons
 Manila
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 Soerabaya
 Tientsin
 Yokohama

THE BANK OF CHINA.

(Specially Authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917).
 Authorized Capital \$50,000,000.00
 Paid-up Capital \$18,750,000.00
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 HEAD OFFICE: PEKING
 HONG KONG BRANCH:
 4, Queen's Road Central.
 The Bank has Correspondents in all the principal Commercial Centres throughout the world.

THE BANK OF CANTON, LTD.

Established 1912.
 Head Office:—HONG KONG
 Authorized Capital (H.K. Currency) \$11,000,000
 Paid-up Capital \$11,000,000
 Reserve Fund \$11,000,000
 BRANCHES:—
 Canton
 Hong Kong
 Shanghai
 Tientsin
 Yokohama

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO)
 HEAD OFFICE:—Taipei, Formosa.
 Incorporated by Special Imperial Charter, 1899.
 Bank Notes issued Average amount of \$5,000,000.
 JAPAN:—Tokyo, Yokohama, Kobe, Osaka.
 FORMOSA:—Keelung, Tainan, Keelung, Keelung.
 TAIWAN:—Tainan, Tainan, Tainan, Tainan.
 The Bank has Correspondents in all the principal Commercial Centres throughout the world.

THE HO HONG BANK, LTD.

(Established 1917).
 CAPITAL:—
 Authorized \$20,000,000
 Issued \$20,000,000
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 HEAD OFFICES:—SINGAPORE
 Branches, Agencies and Correspondents in the principal cities of the world.
 Every description of Banking and Exchange business transacted.
 TAN ENG HOON,
 Manager.
 Hong Kong, 15th May, 1929.

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Incorporated by Royal Charter, 1853.
 HEAD OFFICE: LONDON.
 Paid-up Capital \$3,000,000
 Reserve Fund \$4,000,000
 Reserve Liability of Property \$2,000,000
 Agencies and Branches:
 ALOR STAR
 AMSTERS
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 BATAVIA
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 CHONGKING
 HANKOW
 HONGKONG
 KANSAI
 KOWLOON
 MANILA
 NAGASAKI
 PEKING
 SHANGHAI
 SHENYANG
 SINGAPORE
 SOERABAYA
 SUKARNO
 TIENTSIN
 YOKOHAMA

THE PETROLEUM REVIEW OF THE SYNDICATE'S INTERESTS.

The fifteenth ordinary general meeting of the British-Borneo Petroleum Syndicate, Ltd., was held at Winchester House, Old Broad Street, E.C.4, Mr. Walter MacLachlan (chairman and managing director) presiding.
 The chairman said: The balance sheet shows that the share capital represents at \$250,000, consisting of 500,000 shares of \$5 each, all of which are fully paid. The item of \$220,356 on the credit side of the balance sheet represents our various interests and investments exclusive of the remaining items, which consist of sundry debtors \$1,830, British Government securities \$3,341 and \$3,344 of cash at bank and in hand.
 Allocation of Profit.
 The profit and loss account shows a gross income for the year of \$48,979 and a net profit of \$24,444. To this has to be added \$27,444 of undistributed profit brought forward from the preceding year, making a total of \$51,893 at the credit of the profit and loss account. Out of this there has been paid a dividend of 10 per cent. on the share capital and it is now proposed to pay a final dividend, No. 13, of 7 per cent. for the year ended March 31st last. This will leave \$39,253 of undistributed profits to be carried forward, which assures our dividends for the current year irrespective of further current earnings. I would again point out that the income-tax deducted from your dividends is at the rate of only 2s. 7d. in the £, owing to Dominion income-tax relief.
 The position disclosed by the balance sheet and the profit and loss account must be regarded as in every way satisfactory. I shall now proceed to review the various interests of the syndicate.
 Apex (Trinidad) Oilfields
 The most important of these is our holding in the Apex (Trinidad) Oilfields, Ltd., 75 per cent. of the company during the financial year which ended on September 30, 1928, resulted in a record output of approximately 295,000 tons of oil, but the profits showed a considerable reduction from those of the preceding year. This was due to the fact that the price of oil which resulted from over-production throughout the world. In spite of this, however, the profits for the year amounted to the substantial sum of \$244,429, after making full provision for depreciation and what may be described as an exceptional provision of not less than \$120,000 for amortisation of the oilwells. The dividends paid by the Apex Company for the year amounted to 35 per cent. on the total dividend distribution to date now amounts to \$1,112,000, without taking into account the interim dividend which was announced on June 13.
 The Apex Company has continued to carry on an active programme of development and production during the year, and the output for the eight months to May 31 has amounted to 269,364 tons, as against 182,000 tons in the corresponding period for the preceding year, an increase of over 57,000 tons. This output is easily met by the production of the eight months in the history of the company.
 The property continues to respond in a most satisfactory manner to the drilling programme, as a result of which the proved area of oil-lands has been further considerably increased while the original area has been extended by the acquisition of additional adjacent oil-lands and now amounts to over 1,300 acres, in addition to which rights have been acquired over a further 2,000 acres.
 With regard to the outlook, in January last, speaking at a meeting of the Apex Company, I stated that there was good reason to consider that the position and prospects were satisfactory and that the results for this year would show an appreciable improvement over those for the preceding year. I have pleasure in now being in a position to report that these anticipations are being well realised, as is to some extent indicated by the interim dividend of 22½ per cent. which was declared recently by the Apex Company. In these circumstances, I am certain you will readily agree with me when I state that we consider we have reason to be completely satisfied with the very substantial investment which this syndicate continues to hold in the Apex Company.
 Conditions in Roumania
 In proceeding to deal with our interests in Roumania, I mention that country, where I was very pleased to find a considerable improvement in the general conditions and also in connection with the oil industry. As you are all aware, there has been a change of Government in Roumania, and the attitude of the new Government towards foreign capital which is invested in the country is much more sympathetic and encouraging than has hitherto been the case, it being recognised that the assistance of foreign capital is essential to the development of the natural resources of the country. Together with other important groups, we hold a substantial interest in the Oilwells Selection Corporation, and in the assistance of foreign capital called the Apex Roumanian Drilling and Oil Industry Supply Company which carries on business on the oilfields of Roumania. Practically from the commencement of its operations the company has been handicapped by the unfavourable conditions which have prevailed in the oil industry of Roumania and adversely affected both its trading department which supplies plant and materials to the oil industry, and also the department for drilling oilwells on contract terms.
 Towards the latter part of 1928, however, a marked improvement in these conditions became evident, and all through the continuance of world-wide production has prevented any improvement in the prevailing low prices for crude oil and oil products. The Roumanian Company has already materially benefited from these improved conditions. In the trading department the turnover shows an increase of over 40 per cent. upon that for the previous year, and the growth of much increase being during the latter part of the year, and as this improvement continues to be more than maintained prospects are distinctly favourable for the current year. The drilling contract department is also operating with increased activity and now has contracts for drilling six wells with prospects of further business.
 The Borden Properties
 This syndicate is also interested in a Roumanian oil company whose capital is owned by the London and Midland Oil Company, in which we are interested jointly with another important London group. This Roumanian company is operating on the Borden oilfield, from which it is obtaining a moderate output of oil, and it was anticipated that during the year under review the production from the existing wells would have placed the company on a self-supporting basis and a surplus available for the further development of the properties. As this expectation has not yet materialised, the "Apex" Roumanian Company, which is in charge of the administration of the Borden properties, has recently made arrangements under which it now has available the services of a competent superintendent with wide experience in the Texas Gulf oilfields where the conditions are very similar to those prevailing in Roumania. The operations at Borden are now being conducted under the supervision of this engineer, by whom the most modern practice of oil production methods is being introduced, and it is hoped as a result to effect a substantial increase in the production on the lines which had previously been anticipated.
 Position in Borneo
 I have no change to report with regard to our interests in Borneo. No further operations have been carried out on the territory in British North Borneo over which we hold a concession of the petroleum rights, which will lapse very shortly and the renewal of which is not contemplated. The Singapore Oil Syndicate has continued its operations on our mining lease at the Kias Peninsula, but these have not yet been attended with any material success. At Brunai, immediately to the south of British North Borneo, the British Malayan Company is continuing active operations in drilling and otherwise testing that territory for oil in the hope of obtaining similar results to those which the same group have attained with such great success in the adjoining territory of Sarawak.
 Broadened Scope of Operations
 Having thus reviewed our oil interests, I would now remind you that during the past year we have been able to broaden the scope of the operations of this syndicate in order to enable us to undertake business other than that associated with the oil industry, to which we were limited by our constitution. Although the general meeting at which this decision was taken was held in July, owing to delay caused by the Long Vacation, the consent of the Court to the necessary alteration in our articles of association was not obtained until the end of November. The current financial year has afforded opportunity for making use of our extended powers, but we have investigated a good deal of business in the meantime and expect to be able to take an interest, with advantage to the syndicate, in certain promising business which is now under our consideration.
 The report and accounts were adopted.

LAND SALES.

SHAMEN PROPERTY SOLD HERE
 Yesterday Messrs. Lamert Bros. offered for sale by public auction two lots of property on Shamien Road, the first of which was sold to Mr. G. G. N. Tinson, of Messrs. Johnson, Stokes and Master, for \$220,000. Mr. Tinson purchased on behalf of certain principals whose identity was not disclosed.
 The upset price was \$203,000.
 Particulars of the property were given as follows:—
 "The pieces or parcels of ground respectively situated on the British and French Concessions at Shamien, Canton, in the Republic of China and registered in the name of His Britannic Majesty's Consulate General at Canton as Lot No. 41 and at the French Consulate at Canton as Lot No. 22 with the buildings respectively erected thereon and known as Bomanji Building and the Chinese House, and the residue of terms of 99 years each."

COPPER OUTLOOK.

WORLD OVER-SUPPLY NOW PREDICTED
 With the next 10 years in spite of the present shortage, there is likely to be a world surplus of copper, according to Dr. M. V. Economist of the Royal Bank of Canada.
 "Although Canadian production of 200 million pounds of copper in 1928 amounted to only 5 per cent. of the world production in that year," he states, "authoritative opinion on the copper situation have mentioned the increase in Canadian output as the most important proportionate development during that year. There are now five mines of major importance engaged in active production, and before the end of this year it is probable that several other mines will be turning out large quantities. It is considered possible that the output of a single one of these mines will be in excess of 100 million pounds. Certainly it is safe to predict that by 1931, or 1932, Canada will be producing a much larger proportion of the world's supply than at present. One factor which is tending to impede immediate development of copper production is the fact that immense supplies will be available from Northern Rhodesia by 1934 or 1935. In spite of the immediate shortage, there is every prospect that there is more likely to be a world surplus than a shortage, in the course of the next ten years."

COMMERCE
AND
FINANCE.

PETROLEUM

REVIEW OF THE SYNDICATE'S INTERESTS.

The fifteenth ordinary general meeting of the British-Borneo Petroleum Syndicate, Ltd., was held at Winchester House, Old Broad Street, E.C.4, Mr. Walter MacLachlan (chairman and managing director) presiding.
 The chairman said: The balance sheet shows that the share capital represents at \$250,000, consisting of 500,000 shares of \$5 each, all of which are fully paid. The item of \$220,356 on the credit side of the balance sheet represents our various interests and investments exclusive of the remaining items, which consist of sundry debtors \$1,830, British Government securities \$3,341 and \$3,344 of cash at bank and in hand.
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 The report and accounts were adopted.

SHANGHAI LAND

LAND VALUES ON SURRENDER

IMPORTANT RULING

An issue of far-reaching importance to every landowner in Shanghai was settled in the controversy between the Shanghai Land Investment Company and Shanghai Municipal Council reported in the Shanghai "Municipal Gazette" when the Land Commission recognised the fact that the assessed value of land was not necessarily a fair basis for deciding compensation for owners of compulsorily-surrendered land.
 Although by one way of looking at the outcome, the Shanghai Land Investment Company was the loser in the dispute and there is no appeal from the decision of the Land Commission, yet Mr. N. L. Sparke, appearing for the Company, felt that he won a signal victory for the registered owners in having the compensation issue brought to a head.
 Mr. Sparke pointed out that the assessed rate of Tls. 33,000 per mu for the land in question, Canal Road Lot No. 897A on North Szechuen Road, was greatly under the true value which he believed to be much nearer Tls. 100,000 per mu, but the important point was that, in computing compensation on the land at Tls. 70,000 per mu, more than twice the assessed value, the Land Commission settled once and for all a point that has long been undecided. Mr. Sparke believes that the settlement of the case calls public attention to one of the heretofore almost overlooked opportunities for land investment in the Settlement.

INSURANCE

LARGEST JAPANESE COMPANIES ALONE GROW

Bunching of contracts to large companies features the Japanese life insurance business at present. This tendency promises to become more pronounced than ever. Total life insurance contracts in Japan at the end of 1928 were ¥4,500,000,000, and of these ¥1,335,400,000 were made during last year. Of these new contracts, ¥600,100,000, nearly half of the total new contracts, was acquired by the five largest insurance companies, the Nippon, Chiyoda, Meiji, Fuyo and Tokai.

OLD TAYLOR

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AGED BY TIME.

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

				Aug. 1, June, June,								Aug. 1, June, June,					
				1929. 1918. 1914.								1929. 1918. 1914.					
				Cts. Cts. Cts.								Cts. Cts. Cts.					
Butcher Meat.								Poultry.									
Beef Sirloin	牛尾把	lb.	28	24	12	Chicken	雞	lb.	55	30	31	Chicken	雞	lb.	55	30	31
" Prime Cut	"	"	30	23	11	Capons, Small	雞	"	58	28	30	Capons, Small	雞	"	58	28	30
" Corned	咸牛肉	"	23	12		Capons, Large	雞	"	65	28	30	Capons, Large	雞	"	65	28	30
" Roast	燒牛肉	"	28	24	22	Duck	鴨	"	50	22	21	Duck	鴨	"	50	22	21
" Breast	牛腩	"	24	20	18	Doves	鳩	each	28	22	21	Doves	鳩	each	28	22	21
" Soup	湯	"	24	20	18	Eggs, Hen (cooking)	雞蛋	per doz.	23	18	—	Eggs, Hen (cooking)	雞蛋	per doz.	23	18	—
" Steak	牛柳	"	28	24	22	Eggs, Hen (fresh)	新鮮雞蛋	"	32	25	20	Eggs, Hen (fresh)	新鮮雞蛋	"	32	25	20
" Stomk Sirloin	牛柳	"	36	30	35	Fowls, Canton	本地雞	lb.	70	36	24	Fowls, Canton	本地雞	lb.	70	36	24
" Sausages	牛柳	"	82	26	20	Fowls, Hainan	海南雞	"	42	35	24	Fowls, Hainan	海南雞	"	42	35	24
Bullock's Brains	牛腦	per set	15	10	12	Geese	鵝	"	40	24	24	Geese	鵝	"	40	24	24
" Tongue, fresh	牛舌	each	65	50	60	Pigeons, Canton	白鴿	each	55	80	—	Pigeons, Canton	白鴿	each	55	80	—
" Tongue, corned	咸牛舌	"	60	—	—	" Hoilow	白鴿	"	34	28	—	" Hoilow	白鴿	"	34	28	—
" Head	牛頭	lb.	120	—	—	Turkeys, Cook	火雞	lb.	75	—	—	Turkeys, Cook	火雞	lb.	75	—	—
" Heart	牛心	lb.	24	18	14	Turkeys, Hen	火雞	"	60	51	45	Turkeys, Hen	火雞	"	60	51	45
" Hump, Salt	牛心	"	24	20	18	Snipe	山雞	"	—	—	—	Snipe	山雞	"	—	—	—
" Feet	牛腳	each	10	10	12	Pheasant	山雞	pair	—	—	—	Pheasant	山雞	pair	—	—	—
" Kidneys	牛腰	"	15	10	12	Quail	山雞	each	—	—	2	Quail	山雞	each	—	—	2
" Tail	牛尾	"	25	20	22	Partridges	山雞	"	—	—	—	Partridges	山雞	"	—	—	—
" Liver	牛肝	lb.	24	18	14												
" Tripe	牛肚	"	8	6	7												
Calves' Head & Feet	牛頭	set	120	100	100												
Mutton Chop	羊排	lb.	45	28	—												
" Leg	羊腿	"	45	28	—												
" Shoulder	羊肩	"	44	24	—												
" Saddle	羊鞍	"	45	—	—												
Pig's Chitlings	豬腸	Per set	3	—	12												
" Brains	豬腦	lb.	18	15	—												
" Feet	豬腳	"	28	15	18												
" Fry	豬油	"	18	20	—												
" Head	豬頭	each	15	10	10												
" Heart	豬心	each	13	10	3												
" Kidneys	豬腰	lb.	48	30	24												
" Liver	豬肝	"	35	25	23												
Pork Chop	排骨	per set	92	60	70												
" Leg	豬腿	"	40	60	70												
" Loin	豬腰	"	21	21	—												
" Fat or Lard	豬油	"	21	21	—												
Sheep's Head & Feet	羊頭	per set	92	60	70												
" Heart	羊心	each	11	8	7												
" Kidneys	羊腰	"	15	12	10												
" Liver	羊肝	"	46	26	25												
Lucking Pigs, to order	乳豬	lb.	25	25	22												
Mutton, Beef	牛羊肉	"	30	20	18												
" Mutton	羊仔	"	43	26	26												
" Sausages	牛羊肉	"	30	20	20												
	No. 1	"	32	—	—												
		"	28	—	—												
Fish.								Vegetables, &c.									
Arbel	魚	lb.	52	16	24	Artichokes	鴨	each	12	—	8	Artichokes	鴨	each	12	—	8
ream	魚	"	40	20	16	Beans, Sprout	芽菜	lb.	5	—	7	Beans, Sprout	芽菜	lb.	5	—	7
anton Fresh	魚	"	40	—	—	" Long	豆	"	10	8	—	" Long	豆	"	10	8	—
Water Fish	魚	"	42	—	—	Beet Root	紅	"	10	—	—	Beet Root	紅	"	10	—	—
arp	魚	"	44	13	16	Bitter Squash	青	"	6	24	—	Bitter Squash	青	"	6	24	—
atfish	魚	"	43	16	27	Brinjals, Green	青	"	6	5	8	Brinjals, Green	青	"	6	5	8
odfish	魚	"	36	12	9	" Red	紅	"	6	5	8	" Red	紅	"	6	5	8
rabs	魚	"	42	16	27	Cabbage, Chinese	紅	"	12	—	—	Cabbage, Chinese	紅	"	12	—	—
urtle Fish	魚	"	36	23	26	" (Shanghai)	椰	"	30	12	—	" (Shanghai)	椰	"	30	12	—
ab	魚	"	36	16	27	Cane Shoots, bunch	椰	"	12	—	—	Cane Shoots, bunch	椰	"	12	—	—
ace	魚	"	54	23	16	Cauliflower (Large)	椰	each	—	—	—	Cauliflower (Large)	椰	each	—	—	—
og Fish	魚	"	24	20	—	" (Medium)	椰	"	—	—	—	" (Medium)	椰	"	—	—	—
els, Conger	魚	"	28	10	8	" (Small)	椰	"	—	8	6	" (Small)	椰	"	—	8	6
" Fresh Water	魚	"	34	16	—	Carrots	金	lb.	7	6	6	Carrots	金	lb.	7	6	6
" Yellow	魚	"	36	10	18	Celery, Chinese	奧	"	25	25	6	Celery, Chinese	奧	"	25	25	6
ogs	魚	"	44	26	30	Chillies, Dried	辣	"	25	10	16	Chillies, Dried	辣	"	25	10	16
aroupa	魚	"	76	32	25	" Red	紅	"	14	8	12	" Red	紅	"	14	8	12
udgon	魚	"	36	40	30	" Green	綠	"	6	2	—	" Green	綠	"	6	2	—
errings	魚	"	35	22	15	Curry, Spout, English	青	"	10	8	—	Curry, Spout, English	青	"	10	8	—
alibut	魚	"	44	18	15	Cucumbers	清	"	8	6	6	Cucumbers	清	"	8	6	6
abrus	魚	"	46	32	18	Garlic	蒜	"	20	7	—	Garlic	蒜	"	20	7	—
obsters	魚	"	45	22	24	Ginger, Young	老	"	15	10	—	Ginger, Young	老	"	15	10	—
ackled	魚	"	44	20	26	" Old	老	"	20	8	4	" Old	老	"	20	8	4
ouk Fish	魚	"	46	13	2	Horse-radish, Shanghai	米	"	8	45	—	Horse-radish, Shanghai	米	"	8	45	—
ulhet	魚	"	38	12	2	Indian Corn	生	"	8	1	—	Indian Corn	生	"	8	1	—
ysters	魚	"	38	12	2	Lettuce	綠	"	10	—	8	Lettuce	綠	"	10	—	8
errot Fish	魚	"	32	14	9	" Mandarin	綠	"	12	—	8	" Mandarin	綠	"	12	—	8
erch	魚	"	36	20	15	Water Chestnuts	鮮	"	45	—	8	Water Chestnuts	鮮	"	45	—	8
ike	魚	"	40	16	9	Mushrooms, Fresh	洋	"	12	1	10	Mushrooms, Fresh	洋	"	12	1	10
omfret, White	魚	"	42	26	29	Okroes	洋	"	8	8	3	Okroes	洋	"	8	8	3
omfret, Black	魚	"	54	36	30	Onions, Bombay	洋	"	6	4	6	Onions, Bombay	洋	"	6	4	6
rawns	魚	"	42	38	45	" Green	上	"	6	6	—	" Green	上	"	6	6	—
ay	魚	"	74	10	14	" Shanghai	上	"	25	60	8	" Shanghai	上	"	25	60	8
ock Fish	魚	"	26	10	14	Parley	芥	"	5	3	—	Parley	芥	"	5	3	—
oach	魚	"	27	13	18	Potato, Sweet	日	"	3	—	—	Potato, Sweet	日	"	3	—	—
almou	魚	"	40	22	10	" Japanese	日	"	—	8	—	" Japanese	日	"	—	8	—
hark	魚	"	52	36	30	" American	日	"	—	3	—	" American	日	"	—	3	—
kate	魚	"	24	10	10	Pumpkin	冬	"	6	4	—	Pumpkin	冬	"	6	4	—
hrimps	魚	"	46	32	30	Radish	紅	"	5	—	—	Radish	紅	"	5	—	—
napper	魚	"	46	24	25	Rhubarb (Fresh)	大	"	10	—	10	Rhubarb (Fresh)	大	"	10	—	10
olous	魚	"	46	24	25	Shallots	大	"	10	—	8	Shallots	大	"	10	—	8
ench	魚	"	42	18	12	Spinach	大	"	8	3	—	Spinach	大	"	8	3	—
urber	魚	"	42	18	12	Tomatoes	大	"	10	4	—	Tomatoes	大	"	10	4	—
urles, small, & water	魚	"	42	18	12	Turnips, Fum (Long)	大	"	6	7	—	Turnips, Fum (Long)	大	"	6	7	—

AGED BY TIME

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" " " Moji	190
" " " Kobe	210
" " " Yokohama	285

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARUWednesday, 21st August.

KOREA MARUWednesday, 4th September.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

IYO MARUMonday, 12th August.

SHIZUOKA MARUMonday, 19th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

FUSHIMI MARUSaturday, 10th August.

HAKOZAKI MARUSaturday, 24th August.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARUWednesday, 21st August.

TANGO MARUWednesday, 25th September.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARUSunday, 11th August.

+ TOKUSHIMA MARUWednesday, 28th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARUMonday, 19th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARUFriday, 9th August.

NEW YORK, BOSTON via Panama.

+ CALCUTTA MARUSaturday, 17th August.

+ KAKO MARUTuesday, 20th August.

LIVERPOOL via Port Said, Constantinople, Genoa.

+ DELAGOA MARUSunday, 11th August.

CALCUTTA via Singapore, Penang & Rangoon.

+ BENGAL MARUFriday, 9th August.

+ MALACCA MARUFriday, 16th August.

SHANGHAI, KOBE & YOKOHAMA.

+ MATSUYE MARUSaturday, 17th August.

HARUNA MARUMonday, 19th August.

TANGO MARU (Nagasaki direct)Friday, 23rd August.

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Colombo, Suez and Port Said.

ATLAS MARUSunday, 11th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

HAWAII MARUMonday, 7th September.

BOMBAY—Via Singapore & Colombo.

+ (Call at Penang)

GANGES MARUMonday, 19th August.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CALCUTTA—Via Singapore, Penang & Rangoon.

KUSADO MARUSunday, 18th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ALABAMA MARU (From Shanghai) Wednesday, 14th August.

MELBOURNE—Via Manila, Brisbane & Sydney.

HAMBURG—Via Hainan & Peking.

MENADO MARUThursday, 8th August, 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARUSunday, 18th August.

JAPAN PORTS.

ALASKA MARUSunday, 11th August.

KEELUNG—Via Swatow & Amoy.

HOZAN MARUSunday, 11th August, 3 p.m.

TAKAO—Via Swatow & Amoy.

TAKAO & KEELUNG.

SOURABAYA MARUFriday, 10th August.

For further particulars please apply to—**OSAKA SHOSEN KAISHA.**

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**SHIPPING SECTION.****C.G.T.'S PROGRESS**

COMPANY IN SOUND FINANCIAL POSITION

THE NEW LINER

That the position of the Cie. Generale Transatlantique, the biggest French shipping company, is remarkably sound, and that the results of the operation of their services are progressive, was clearly demonstrated by the interesting report presented by the board to shareholders at the annual meeting, and by the comprehensive speech delivered by M. Andre Homberg, chairman of that company. M. Maurice Tillier, managing director of the C.G.T., whose name is more and more closely connected with the successful progress of the company, was appointed secretary to the meeting.

The report of the board first points out that the returns of the operation of the fleet for year ended on December 31 last, are taken as a whole, satisfactory, and that they show considerable progress compared with the previous year; the total receipts for the year aggregated 1,014,111,754 frs., which added to the balance brought forward from last year, makes a total of 1,014,549,945 frs. Expenditure aggregated 910,111,512 frs., thus leaving a gross profit of 104,438,432 frs., out of which the board proposed to take 78,966,353 frs. for depreciation and reserves, thus leaving a net reserve amount, the balance available works out at 24,045,943 frs.

The board proposed to pay a dividend of 12.50 frs. on A shares, 80 frs. on the old B shares of 600 frs., and 65 frs. on the new B shares, making a total of 23,083,350 frs., allocated to the payment of dividend, and leaving a balance of 968,843 frs. to be carried forward.

Special interest attaches to the fact that in spite of the recent increase of the capital by 65,000,400 frs., the company is in a position to pay a dividend equal to that paid last year, and this affords striking demonstration of the favourable progress achieved as compared with last year's returns. At the same time, the reserve funds of the company have been considerably strengthened, with the result that the C.G.T. are in a sound position.

Have-New York Service. The total number of passengers conveyed during 1928 by the vessels of the company was 419,500, about 15,000 more than in 1927, chiefly due to the Have-New York service, on which 9,000 more passengers were conveyed. It is also noteworthy that the returns of freight for 1928 also show an increase as compared with 1927 (2,130,000 tons against 2,100,000 tons), for all services.

During 1928 the company performed 88 voyages on the Have-New York line, and Bordeaux-New York services, and against 87 for 1927, the total number of passengers conveyed amounting to 45,400 outward (against 43,000 for 1927) and 45,700 homeward (against 39,800 for 1927). The success of the "le-de-France" continues, and the company has realized that the returns have therefore, no hesitation in considering the forthcoming order for a big liner.

New Liner in 1928. The C.G.T. are bound by agreement with the French Government to build this new liner, now being commissioned on the Have-New York line was due to take place in 1932, but in view of the important works which have to be carried out in order to allow of the building of the ship in a French yard, and of her operation in the port of Havre, the C.G.T. have had to postpone the date of completion of the vessel, by agreement with the Government, and it has been decided that she will be ready in 1933.

M. Andre Homberg, chairman of the company, remarked in this respect that six new big Atlantic liners are to be ordered, and that four are under construction to the account of British, German, Italian, and American companies for the New York service, thus making a total of 10 new vessels. In view of these developments, the C.G.T. are compelled to order a new liner to keep their rank in the North Atlantic trade.

M. Andre Homberg pointed out that contrary to general opinion, the assistance granted by the State with regard to the building of the liner is almost immaterial, since it consists only of a guarantee given in respect of the payment of interest on the bonds to be issued in order to pay for the ship. The total amount of subsidies received by the C.G.T. from the State during 1928 only reached the small figure of about 10,000,000 francs, which, as the total earnings of the firm work out to 1,000,000,000 francs, represents hardly 1 per cent.

Another interesting point of M. Andre Homberg's speech was the allusion made to the forthcoming resumption of the aeroplane service in conjunction with the "le-de-France" for the quick despatch of mail on the New York line.

The report worked out by the board of the "Chantier et Ateliers de Saint-Nazaire-Penhoet" which was presented to shareholders at the general ordinary meeting held in Paris, showing the gratifying ground position of the premier French ship building undertaking in spite of the difficulties through which the industry is passing. While it is true that the Board found it advisable not to pay a dividend, special interest attaches to the important amortissements and provisions for reserve funds which strengthen the concern.

During the last few years several orders were booked which were not profitable, with a view to keeping their personnel busy, but a considerable improvement took place last year and the firm have now entered a period of profitable activity which should bear fruit as from next year.

OLD TAYLOR

AGED BY TIME

mentally the C.G.T. are to place an order for an 8,500 ton cargo steamer of the Alaska type for the Pacific trade.

Special interest attaches to the remarkable performance of the two vessels recently delivered by the firm to the French Navy, viz. the motor tanker "Le Mekong" and the flotilla leader "Valmy," which attained the record speed of 38.95 knots, thus breaking a world record. The company received from French Navy authorities a letter of congratulation, a unique testimony of esteem in the annals of the French private shipbuilding industry.

The firm have undertaken along with the Cie. Gle. Transatlantique the preliminary study of a new liner of larger dimensions than the "le-de-France," the keel of which is to be laid in 1930. The company have had to provide for the construction of a new building berth which will have a length of over 300 m.

The report also alludes to the expenditure made in connection with the repairing works, which are carried out at Ismid on the Turkish cruiser "Yavuz," but it is noteworthy that most of the equipment in question will be taken over by the Turkish Government on the completion of the works.

CHILIAN WARSHIP

CONTRACT FOR BRITISH ADMIRALTY

As already announced, Messrs. Vickers Ltd., Harrow, have received an order for the new turbine machinery for the Chilean battleship "Almirante Latorre," the largest and most powerful unit of the Chilean Fleet, which is to be reconstructed at Devonport Dockyard authorities a letter of congratulation, a unique testimony of esteem in the annals of the French private shipbuilding industry.

When it became known last autumn that the Chilean Government was desirous of having this super-dreadnought thoroughly modernised the British Admiralty sent a party of officials and engineers out to Valparaiso to survey the vessel, with a view to making a bid for the work.

The tender was accepted, and the vessel has now arrived at Devonport, where the extensive work to be done on her will be started at once.

Although official details are not available, her entire fighting equipment will be overhauled and brought up to date, and her protection against aircraft, gun-fire, and submarine attack improved. She may be fitted with bulges, such as are now carried by all our principal capital ships. Many firms in Great Britain will benefit by the sub-contracts for the various items of equipment needed by the vessel.

The "Almirante Latorre" was launched for the Chilean Navy at Elswick in November, 1913. On the outbreak of war, however, she was bought by the British Admiralty and commissioned in September, 1915, as H.M.S. "Canada." During the rest of the war she served with the Grand Fleet, of which she was the largest battleship, her full load displacement being 32,000 tons. She was present at Jutland where her guns did great execution. In April, 1920, she was repurchased by Chile.

A sister ship, "Almirante Cochrane," which was also bought by the Admiralty in 1914, was subsequently commissioned in 1915, and is now serving with the Mediterranean Fleet as H.M.S. "Eagle."

Many months will be occupied by the repairs to the "Almirante Latorre." Previous to this valuable contract Chile had ordered an aircraft carrier and six destroyers and three submarines, most of which have already been completed.

WHITE STAR LINE

5,000 PASSENGERS IN FOUR SHIPS IN SIX DAYS

With the arrival of the White Star liner "Majestic" at Southampton recently, the White Star Line, in four ships, has brought 5,624 passengers into Europe from the United States in Canada in six days. The "Homeric," which arrived at Southampton, brought 1,082 American tourists, the "Adriatic" disembarked a further 1,182, at Liverpool, the "Doric" brought 1,040 Free Church pilgrims into Liverpool from America, and the "Cedric" from New York brought big parties of boy scouts for the Jamboree, and in the latter ship was a large excursion to the Liverpool Elstiedford.

WARSHIPS HERE

The following are the warships at present in harbour:—
At the North Basin:—H.M.S. "Tamar."
At the North Arm:—H.M.S. "Sandwich" and "Sterling."
In Dock:—L19.
No. 6 Buoy:—H.M.S. "Castor."
U.S.S. "Foreign Man-of-War."
U.S.S. "Michigan."

1,344 vessels entered, being 221 more than in 1927, with more than a corresponding increase in tonnage. This makes an average of 112 deep sea vessels per month.

In 1928—the first year on record at the offices of the Commissioners—the total number of vessels of this class to enter the harbour during the calendar year was 71, and this compares with a record of Vancouver's progress in 20 years.

The vessels visiting the port represent practically every part of the world. Vessels of British register head, and United States and Japanese vessels are now in the harbour. The total shipping of all classes was 2,604, with a net tonnage of 11,742,571 tons, showing an increase of 1,221 vessels and an increase in net tonnage of 1,498,814 tons over the 1927 figures.

VANCOUVER

ALL TONNAGE RECORDS ECLIPSED

GRAIN MOVEMENT

A review of the business of the port of Vancouver during the calendar year 1928 must give unqualified gratification to all who have the welfare of the Dominion of Canada at heart.

The movement of grain up to the end of the year was more than double the amount shipped in 1927, states the annual report of the Vancouver Harbour Commissioners, the comparative figures being 97,561,716 bushels in 1928 as against 48,902,210 in the previous year. The grain handling facilities were increased by the construction of a new elevator with a storage capacity of 2,400,000 bushels for the Alberta Pool Elevator Company. It is situated just west of the south end of the Second Narrows Bridge, and is served by a storage yard provided by the Canadian Pacific Railway Company, with accommodation for 341 cars. It is also equipped with mechanical unloading, and all the most up-to-date appliances for expeditious operation.

Another addition was an elevator for the Midland Pacific Elevator Limited, with an initial capacity of 500,000 bushels, and capable of expansion to a storage of 1,500,000 bushels. This was a matter of particular interest in view of the fact that it was the first grain elevator to be constructed on the north side of the harbour, and its location there was made possible by the Commissioners constructing an industrial area in that vicinity which is served by the harbour terminal railway.

With these additions the grain storage capacity of the port is now 10,635,000 bushels, and a further extensive increase is under contemplation. Closely allied to the grain business and of even more advantage to the country, from a revenue viewpoint, is the export of flour, and it is pleasing to note an advance of 42 per cent. in the export of this commodity.

In 1927 the amount shipped was 1,200,530 barrels and 1,783,640 in 1928. Over one million barrels went to China, and about 300,000 barrels to Japan. The increasing volume of trade in this commodity would seem to give assurance of an expanding market, particularly in the Orient.

The foreign export of lumber and logs in 1928 was about the same as in the previous year—about 496,000,000 feet B.M. This was distributed over 41 countries, the largest quantities going to Japan and the United States, 230,272 cases, and approximately 276,000,000 F.B.M., and the latter 95,000,000 F.B.M.

Canned fish exported in 1928 was also about the same in quantity as in 1927. The total was 1,525,577 cases, France taking 249,291 cases, the United Kingdom 230,272 cases, and Australia 248,932 cases, the balance being distributed over more than 90 different countries.

Cured fish export increased from 49,000 tons in 1927, to over 70,000 tons in 1928, the bulk of the commodity going, as usual, to the Orient. A notable feature of the year's operations was the increase in exports, and particularly in deep sea exports. The volume of this trade in 1927 was 3,893,013 tons, while in 1928 the business expanded to 4,358,091 tons, making the remarkable increase of over a million and a half tons or an advance of more than 60 per cent. All classes of exports, deep sea, foreign and local coastwise, showed a most encouraging improvement—the total for 1928 being 5,053,821 tons, as against 3,296,272 in the former year. The total 1928 imports also showed a substantial advance, although not to the same extent as the exports, the comparative figures being 4,846,165 tons as against 4,519,555 tons in 1927.

It is an interesting fact that, for the first time since the Commissioners began the preparation of statistical records, exports exceeded imports in volume, the excess of exports over imports being 207,465 tons.

The number and tonnage of vessels entering the port eclipsed all past records. In the deep sea class

(Continued at foot of preceding Column.)



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S.S. "TAI HING"

[1,068 tons—Capt. Trott.]

AUGUST

SUN. 11th WED. 21st

FRI. 16th TUES. 27th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

AUGUST

FRI. 9th SUN. 25th

WED. 14th FRI. 30th

MON. 19th

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S.S. "CITY OF NORWICH" via Suez Canal 6th October.

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S. S.	Tons	From Hong Kong	Destination
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MALWA	10,580	17th Aug.	Bombay, Marseilles & London.
*KASHMIR	8,888	31st Aug.	Marseilles, London & Hull.
MOREA	10,563	11th Sept.	Bombay, Marseilles & London.
MANTUA	10,546	24th Sept.	Bombay, Marseilles & London.
*MIRZAPORE	6,715	2nd Oct.	Straits, Colombo & Bombay.
*ALIPORE	5,273	9th Oct.	Straits, Colombo & Bombay.

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*TAKLIWA	7,936	15th Aug.	Singapore, Penang & Calcutta.
TALMA	10,000	31st Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,953	4th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	4th Oct.	Singapore, Penang & Calcutta.
TALAMBA	3,013	8th Oct.	Singapore, Penang & Calcutta.

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*Calls Rangoon.

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EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,956	30th Aug.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	4th Oct.	
ARAFURA	6,000	1st Nov.	
TANDA	6,956	29th Nov.	
ST. ALBANS	4,500	3rd June	

1930

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

DALGOMA	5,953	10th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
MOREA	10,563	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	16th Aug.	Amoy, Moji, Kobe & Osaka.
*SHEAFMOUNT	—	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
*GABETTA	5,327	20th Aug.	Moji, Kobe & Osaka.
KARMALA	9,128	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*MIRZAPORE	6,715	2nd Sept.	Shanghai, Moji, Kobe.
*NAGORE	5,283	4th Sept.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	10th Sept.	Moji, Kobe & Yokohama.
TILAWA	10,006	10th Sept.	Amoy, Shanghai, Moji, Kobe & Osaka.
ALIPORE	5,272	11th Sept.	Shanghai, Moji & Kobe.
MANTUA	10,546	13th Sept.	Shanghai.
*KIDDERPORE	5,334	25th Sept.	Shanghai, Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carriage steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

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NEW YORK, BOSTON & BALTIMORE.

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF CANBERRA" Via Suez Canal 10th September.
S.S. "PYRRHUS" Via Suez Canal 20th September.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hankow & Canton: JARDINE, MATHESON & CO., LTD., Canton.

SHIPPING DEAL

OFFER FOR THE ABERDEEN
STEAM COMPANY

The directors of the Aberdeen, New-
castle and Hull Steam Co., Ltd., in a
letter to shareholders, say that they
have received an offer from Messrs.
Harris and Dixon, Ltd., shipowners,
London, acting for themselves and
others interested with them, to pur-
chase the shares of the company at
the price of £2 2s. 6d. per share. The
offer is contingent on the purchasers
acquiring at least 80 per cent. of the
shares. The directors are of opinion
that the offer should be accepted.

The Aberdeen, Newcastle and Hull
Steam Co. was formed as far back as
1866. It is a relatively small concern,
the subscribed capital being only
£35,767, of which £23,838 is paid up.
For thirty-seven years up to 1917-18
the company paid a dividend of 2s. per
share, the following year 3s.
was paid, and then for the next seven
years the payment was again 2s.

It is understood that it is the in-
tention of the purchasers to maintain
the same cargo and passenger ser-
vice as at present.

PASSENGER LISTS

DEPARTURES

Per s.s. "Taiyo Maru" for San Fran-
cisco and Los Angeles, Aug. 7.—
Mr. Joseph Madier, Mr. Chas. L.
Lowery, Mrs. L. Lanigan, Miss Amy
Stonham, Mr. A. W. Nash, Mr.
A. W. Nash, Mr. L. Dowdell, Mr. L. V.
Finster, Mr. and Mrs. D. E. Rebock
and 2 children, Mr. J. S. MacDonald,
Mr. Yasui, Miss Y. Suyanaga, Mr.
B. Betournay, Miss E. Betournay,
Miss A. M. Williams, Mr. H. Bagaria,
Mr. S. Ichikawa, Mr. and Mrs. M.
Takemura, Mr. S. Takeuchi, Mr. M.
Sera, Mrs. J. E. Carvalho, Mr.
S. Ichikawa, Miss Lucy Daniels, Mr.
D. J. Lewis, Mrs. Kitagawa, Mr.
Alfred Kroeger, Mr. and Mrs. J.
Knight Anstey, Mr. S. Harris, Mr. and
Mrs. W. I. Jones, Miss M. Jones, Mr.
and Mrs. Dalton, Mr. J. N. Molnau,
Mr. and Mrs. A. M. Beshears and child,
Mr. A. P. Swerzy, Mrs. A. B. Swerzy,
Dr. Chin, Mrs. Margie Antons, Mrs.
Reyes and child, Mr. J. G. Hill, Mr.
F. X. D'Almada e Castro, Mr. Frank
D'Almada e Castro, Mrs. F. X.
D'Almada e Castro, Miss B. D'Almada
e Castro, Mr. N. Canaves, Miss Ger-
trude Canaves, Mrs. Rose Basio,
Miss M. J. Haley, Miss R. Pena, Miss
G. Raimundo, Miss F. Raimundo.

Per "Patroclus" for United King-
dom via Singapore, August 7.—
Mrs. Southern, Mrs. A. G. McC.
Stewart, Mrs. Eickford, Miss R. D. J.
Watson, H. A. M. Watson, Mrs. H.
Miss H. Stocke, Mrs. C. Stocke,
J. Christie, Wm. Hindle, Muller, Mr.
and Mrs. Carlson and infant, Mrs.
Aiers and two children, Morrison.

CHADBURN TELEGRAPH

COMPANY'S IMPROVED
WORKING

Presiding at the annual meeting of
Chadburn (Ship) Telegraph Com-
pany, held at Liverpool, the chair-
man, Mr. A. Chadburn Bamford, re-
ferred with satisfaction to the im-
proved working of the company during
the past year, which had enabled them
to wipe out the debit balance and
show a credit. This was due to ex-
traordinary increase in sales, and al-
though the telegraph business was
still the mainstay of the company
and was the line which had brought
it its good name, the directors for sev-
eral years had endeavored to ex-
pand their scope of operations so as
not to keep their business eggs in
one basket.

He was pleased to say that as a
result new and additional sidelines
were again proving of extreme value
to the company. They had lately
secured a very valuable order for
the manufacture of highly special
instruments. This work had been
completed for in the open market, and
it was through the goodwill of the
company and its expert knowledge
of the marine world that the order
had been secured.

The order books were in a very
healthy condition, with the result
they had every reason for expecting
the works would be practically fully
employed for several months ahead.

Trading conditions were still very
difficult, competition being as keen
as ever. The improvement in the
company's affairs under such condi-
tions reflected most creditably, he
claimed, upon the executive officers of
the company. (Applause.)

The report of the directors was
unanimously adopted.
Mr. R. G. Blake, the retiring direc-
tor, was reappointed.

HONG KONG TIDE.

The tide-table given below has been
obtained by aid of the Tide-predicting
Machine, which includes 40 compo-
nents for the better prediction of tides,
from the result of the analysis of the
tidal observations taken at the Kow-
loon tidal observatory under the
direction of Dr. Doherty during the
years 1887, 1888 and 1889.

The times and heights are given for
Kowloon, but they may be used for
the Victoria Naval Yard and Aberdeen,
the differences being very small.
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

August 8 to 14, 1929.

Date	High Water	Low Water
August	Standard Time	Standard Time
Thurs 8	m 0 10 45	m 4 43 2.7
Fri 9	m 11 34 7.3	m 6 10 1.1
Sat 10	m 0 43 4.6	m 6 38 2.7
Sun 11	m 0 15 6.5	m 6 46 1.7
Mon 12	m 1 18 4.7	m 6 47 2.2
Tues 13	m 1 30 5.3	m 7 21 2.3
Wed 14	m 1 58 6.0	m 7 33 3.0
Thurs 15	m 2 14 6.0	m 7 47 2.8
Fri 16	m 2 34 6.1	m 8 10 3.1
Sat 17	m 3 04 6.4	m 8 35 3.5
Sun 18	m 3 34 6.0	m 9 17 2.9
Mon 19	m 4 05 5.7	m 9 47 2.5
Tues 20	m 4 35 5.4	m 10 10 2.3

S.S. "MONGOLIA"

WELL-KNOWN VESSEL OF
MANY PORTS

NOW DOOMED

The International Mercantile Marine
has announced that as soon as the
"Pennsylvania," the third of its big
turbo-electric inter-coastal liners, is
commissioned they intend to pay off
and scrap the old "Mongolia,"
which will mean the loss of
a fine old ship, says the "Journal
of Commerce." She was ordered
by the Atlantic Transport Line
of West Virginia towards the end of
1902, by which time the International
Mercantile Marine was in proper
working order and the directors of
the Atlantic Transport branch were
able to fix their programme definitely
and to give the American orders which
had long been in their mind. Their
biggest ship until then designed by
commission by the company was under
8,000 tons, and the "Mongolia" and her
sister ship, the "Manchuria," which
originally were to have been named
"Minneapolis" and "Minnetonka"—with
their gross tonnage of 12,640, would
have made a huge difference to the
company's prospects on the Atlantic
service, although when they were
first mooted there was some doubt as
to how comfortably they could go up
the London River.

Before they were completed, how-
ever, the Pacific Mail Line, who were
then having to face intense Japanese
competition, offered a very good price
for them on the stocks, and they were
completed according to their ideas for
the service from San Francisco to
Japan by way of Hawaii. The quad-
ruple expansion engine of the "Mon-
golia" was sufficient to drive her at a
speed of 16 knots, which was tempt-
ing to the shippers of Japanese silk, while
she was given very complete cargo
handling gear and had accommodation
for 354 first-class and over 1,500 third-
class passengers.

Outward appearance they were
very much like the Atlantic Transport
ships on the Western Ocean, with one
funnel and four masts, but when they
appeared on the Trans-Pacific service
they made a great impression and
were undoubtedly the finest ships on
that route. They immediately made a
great name for themselves, but in
1906 the "Mongolia" had had luck, for
she stranded on Midway Island with a
cargo valued at £700,000, and 50
guineas per cent. was paid on her
reinsurance before she slipped quietly
into deep water without assistance
and proceeded to San Francisco for
repairs. The Pacific Mail Line had
based all its calculation on the crew,
and the passing of the La
Follette Act decided them to sell their
fleet and go out of business; they did
not realise the heights to which
freight were going within the next
few months. Accordingly, the "Mon-
golia" and her sister entered the At-
lantic Transport Fleet after all, and
under the United States flag were put
on a skeleton I.M.M. service between
New York and Liverpool.

Immediately the United States came
into the war she was armed and on
her first voyage, on April 10, 1917,
she encountered an enemy sub-
marine, the first encounter between an
American armed ship and a submarine
during the war. In April, 1918, when
the U.S. troops were beginning to
come across to Europe in ever-increas-
ing numbers, she was commissioned by
the Navy as a transport, and armed
with three 6in. guns and a number of
small quick-firers. When she had paid
off from this duty she spent a con-
siderable time recouping at New York,
and advantage was taken of this time
to fit her out as an up-to-date cabin
ship. It was intended that she should
carry a large number of German
emigrants, for that was before the
days of the Dillingham Immigration
restriction, but her owners had to
think twice before incurring a large
expenditure on this score, because
the United States and Germany had
not yet formally declared peace.

However, she was put on a new service
between New York and Hamburg, her
first Eastward passenger list consist-
ing of 600 Communists deported from
America to Russia.
Hamburg Service
On the Hamburg service she was
successful for some time, making the
experiment of calling in at Vigo for
Spanish emigrants, and under the
Captain H. Hartley who was after-
wards so famous in the United States
Lines she made herself very popular
on the Western Ocean. Towards the
end of 1923 she was re-commissioned
by the Navy as a transport, and the
company's schedule in conjunction with
the White Star Line, and soon afterwards
made Halifax an outward port of call
in order to recompense herself to a
certain extent for the restriction in
United States immigration. This ser-
vice was afterwards made to include
the Red Star Line and Holland
America, but the "Mongolia" did not
last very long on it, for towards the
end of 1924 she was taken off service
to be reconditioned and fitted to re-
place the "Kronprinz" on the New
York-San Francisco service of the
Panama Pacific branch of the Inter-
national Mercantile Marine, a service
which was then making great headway
again in competition with the Ameri-
can railways, and just beginning to be
really popular. In the early days on
that run she logged a record of 14
days 20 hours from Los Angeles to
New York, and so popular did she and
her consorts make the service that
the company decided that it was worth
their while to build the turbo-electric
liner "California," the "Virginia" and
"Pennsylvania." The "Manchuria" was
sold to the Dollar Line when the "Vir-
gins" was completed, but whether that
concern will want the old "Mongolia"
now that they have completed arrange-
ments for a building loan under the
Jones-White Act is open to question.

I.M.M. PROFITS

DOUBLE THOSE OF PRECEDING
YEAR

A profit of \$1,305,250 after deduc-
tion of \$2,672,375 for depreciation on
steamers, allowance of \$1,385,578 bond
interest, and deduction of \$29,496,963
for operating and general expenses,
income taxes and other charges, is
shown in the report of the directors
of the International Mercantile Marine
Co. for the calendar year 1928. This
compares with a profit of \$561,064 for
the year 1927. The report covers the
operations of the Red Star, Atlantic
and American Lines.

Earnings of the parent company
for 1928, including dividends from sub-
sidiary companies out of their sur-
plus for 1928 and prior thereto and
from the operation of directly owned
steamers amounted to \$1,663,105 after
deduction of all expenses and bond in-
terest, as compared with \$977,496.
The deficit resulting from the writing
off of the excess of book value and
goodwill of the White Star Line over
the proceeds of its sale has been re-
duced to \$28,620,122, as compared with
\$29,856,825 a year ago.

The balance sheet shows current as-
sets of \$24,501,473, compared with
\$23,523,751 a year ago. A tabulation
of dividends included in the report
shows a balance of 75½ per cent. un-
paid back dividends on the preferred
stock as of Feb. 1, 1929.

COSULICH LINE

ITS FINANCIAL
POSITION

The Cosulich Line general meeting
called for the purpose of not taking
action, according to a communication
issued to a new stage reached in the
negotiations which were started some
time ago with a view to settling the
Cosulich internal and financial situa-
tion.

The negotiations have now reached
such a stage as to make it advis-
able to submit them to a general
meeting which will be called shortly
to approve the 1928 balance-sheet,
together with concrete proposals re-
garding the above settlement.
The Cosulich Line, it is stated,
has recently obtained from the Italian
Government a settlement of some
important outstanding ques-
tions. It is now assured that a
leading banking house asso-
ciated with the company will de-
clare itself generally disposed, as
soon as the above settlement has
been taken place, to guarantee an im-
portant capital increase by transac-
tions to be executed as early as possible.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.From LEITH, MIDDLESBRO',
LONDON & STRAITS.

The Steamship "GENLEDI"

Consignees of cargo are hereby in-
formed that all goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns
of the Hong Kong & Kowloon Wharf
and Godown Co., Ltd., whence and/or from
the wharves delivery may be obtained.
The wharves will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
8th inst. will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 22nd inst. or they will not
be recognised.
All broken, chafed, and damaged
Goods are to be left in the Godowns
where they will be examined on the
7th inst. at 10 a.m. by Messrs.
Goddard & Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by:

GIBB, LIVINGSTON & CO., LTD.,
Agents.

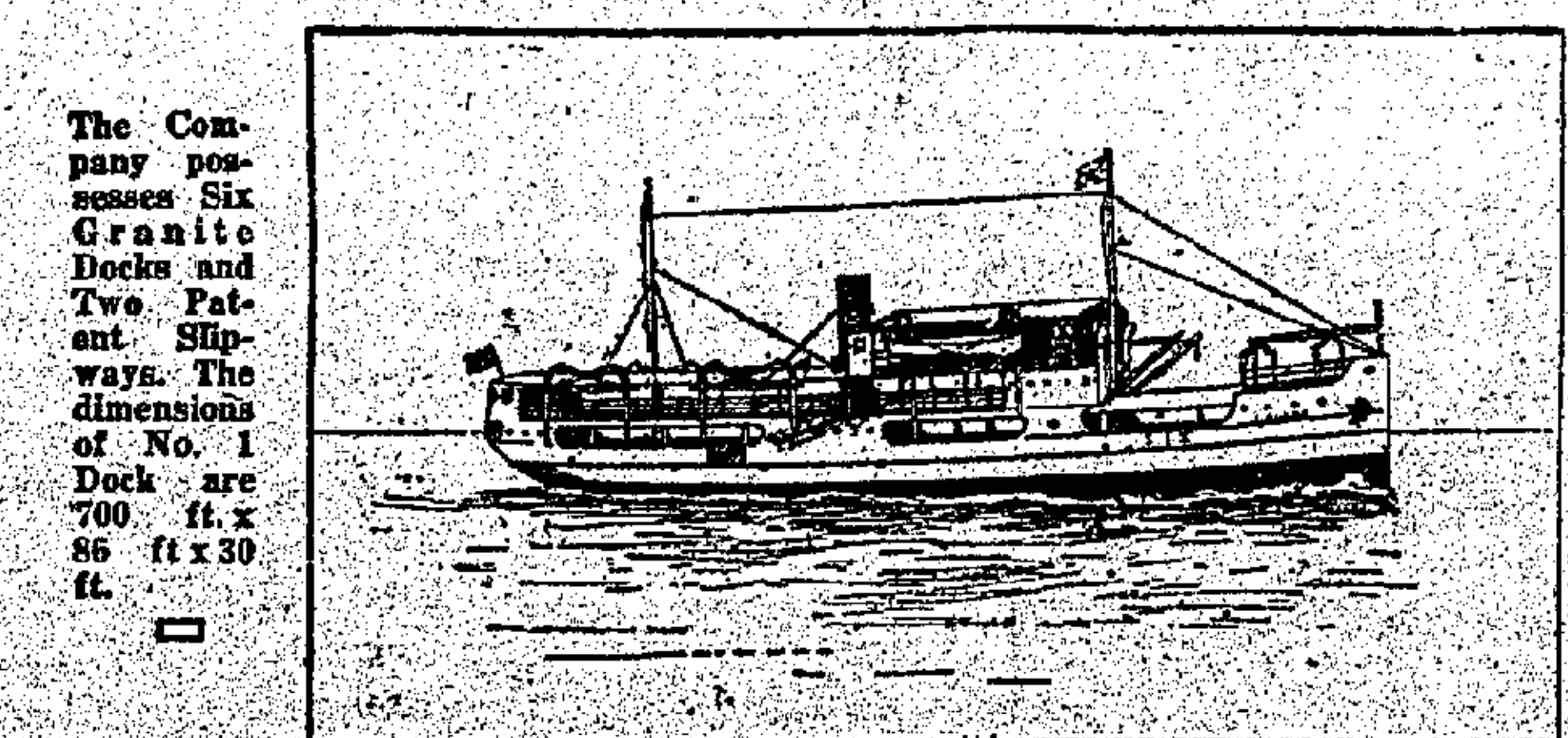
Hong Kong, 1st August, 1929.

OLD TAYLOR

AGED BY TIME

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Single screw steel passenger and cargo motor ship. Dimensions:—15½' 0" B.P.
x 28' 0" Mid. x 11' 8" Mid.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Hull
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
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Please address enquiries to the Chief Manager:

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"White Label" WHISKY

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone C. 16.

Kowloon K. 19.

STARCHED COLLARS.



Well dressed men are now buying coloured collars and shirts, but they want these collars STARCHED and POLISHED; after all there is nothing to beat a well fitting stiff collar; they are much cooler to the neck than the clinging soft collar.

The large manufacturers are starting to boom their sales of starched collars this year.

Buy 1/2 a dozen, then when they are soiled, send them to us. Special methods are now used to make the tie slip easily and prevent cracking at the fold.

SANITARY LAUNDRYMEN, DYERS & DRYCLEANERS.
THE STEAM LAUNDRY CO.

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Hong Kong Depot: 16, Stanley Street. Tel. C. 1279.
Kowloon Hotel Depot.
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JUNICOSAN.

A Preparation Rich in Guaiac.

This Standard remedy is highly recommended by the Medical Profession, has been tested many times and is a trustworthy cure for All Affections of the Lungs and Respiratory ORGANS. Has been used with the greatest success in all catarrhal affections, especially Chronic Cases. In coughs and colds, whooping coughs, bronchitis, influenza, inflammation of the Lungs and in convalescence therefrom. Works wonders in all stages of Tuberculosis.

OBTAINABLE AT ALL DRUG STORES.

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LYEN BROTHERS Hong Kong.
China Buildings. Tel. C. 3313.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.
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Factory:—500-504, Canton Road, Yuenat. Tel. K. 869.

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FOR ALL PURPOSES.

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FACTORY
AND
BUNKERS



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HOUSE,
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LOCOS

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Agents:—DODWELL & CO., LTD., Hong Kong.

WHITEAWAYS

GREAT SALE

SPECIAL OFFER

MEN'S SUMMER UNDERWEAR



NOTE THE VENTILATED GUSSETS

A medium weight in Men's Gauze Vests, Short Sleeves, Ventilated Gussets, Button Fronts. These were delayed in shipment and must now be cleared by end of August.

Sizes: 34 to 48 inches.

Usual Prices: \$1.20 to \$1.90 each.

SPECIAL SALE **75 cts. to \$1.50**

PRICES: EACH.

Men's Outfitting Department,
WHITEAWAY LAIDLAW & CO., LTD.

HONG KONG.

The China Mail.

[Every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery free.]

Overland China Mail.

[The weekly edition of the "China Mail." Annual subscription, H.K. \$13 including postage \$16, payable in advance.]

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DEATH

RAPP.—On August 8 at the Government Civil Hospital, George (Gustav) Rapp, aged 50 years. Funeral will pass the Monument at 5 p.m. to-day (Thursday).

Hong Kong, Thursday, Aug. 8, 1929.

AIR TRANSPORT

It would appear that we are on the eve of a very considerable development in air transport. An important conference has just been held in London by Lord Thomson, the British Air Minister, and M. Laurent Eynac, the French Air Minister—both of whom are deeply interested in aviation—and as a result of their discussion aviation projects over a very wide area will probably be shortly announced. The areas mentioned as being specially affected are the Near East, the Far East, South America and Africa, and, according to one of the telegrams to hand, "a much closer relationship between British and French civil aviation" is expected to result in consequence of the conference mentioned. Plans, it is stated, are also being discussed by which the British Air Service to India may be extended to French Indo-China.

So it would seem that the big possibilities and projects of air transport, of which so much has often been heard, are not likely long to continue "suspended in the air," as it were, but are to be made real and practical. They are well out of the realm

of the visionary, and are now in the hands of practical men who know what may be accomplished and how to accomplish it. The mail air service between England and India is now not only well-established but appears to be a very great success in every respect. The time therefore seems opportune for the development of other schemes of a similar character, all of which will assuredly indicate that civil air transport has at last been made real and lasting and be made a further big step towards helping to effect that international friendship which is nowadays felt to be so desirable.

We "exiles" in the Far East are particularly interested in such developments, for their success will mean that we shall be much closer in touch with the Homeland. A very considerable impetus should also be given in every direction to commerce and perhaps prove to be the means of removing the stagnation that has been more or less evident for a long time past. Following so closely on the statement that trans-Atlantic aviation may now be regarded as practical and capable of rapid improvement, the projects contemplated are peculiarly interesting. Their development will be eagerly awaited and watched with deep interest.

For causing an obstruction in Kweilin Street, which is in the limits of the Shamshui Market, a Chinese hawk was fined \$4 by the Kowloon Magistrate this morning.

A Chinese was this morning at the Kowloon Magistracy fined \$5 or seven days' hard labour by Mr. T. S. Whyte-Smith, for the theft of vegetables worth 40 cents from a garden in Tin Lai Street. Inspector Phillips prosecuted.

Damage to premises and property was done to the extent of between \$45,000 and \$50,000 at a Chinese medicine shop, 15 Des Voeux Road West, where a fire occurred yesterday. The whole place was insured for a total of only \$30,000, with three insurance companies, as follows:—The American Underwriters, \$20,000, the Union Insurance, \$5,000, and the Chun On Insurance, \$5,000.

On Wai, a licensed motor car driver, who was summoned in January this year for allowing a woman to drive his car without a licence, and who absconded before the case was taken to Court, has been arrested on a warrant. He was produced before Mr. E. W. Hamilton, of the Central Magistracy, this morning, when he pleaded "guilty" to the charge and was fined \$10 or 14 days' hard labour.

CORRESPONDENCE

FLOWERS AND FUNERALS

[To the Editor of the "China Mail."]
Sir,—Some weeks ago you very kindly published a letter from me under the above heading.

It is gratifying to know that letter was so favourably received by many of your readers; and I now beg to acknowledge receipt of the sum of H. K. Dollars, Sixty-six, sent to me by the office staff of Messrs. Butterfield & Swire, as follows:—

"In Memory of Mr. H. J. Love"	
T.H.S.	\$5.00
C.C.K.	5.00
W.E.L.	5.00
J.H.L.	5.00
J.D.D.	5.00
J.M.H.	5.00
F.W.H.	5.00
W.L.E.M.	5.00
J.T.	3.00
H.S.	3.00
G.E.M.	3.00
J.R.K.	3.00
J.L.A.	3.00
K.M.H.	3.00
Anonymous	3.00
do	5.00
Total	\$96.00

The above amount has been passed on to the Hong Kong Benevolent Society; and for which they are deeply grateful.

Thanking you for your courtesy in giving this matter publicity,

Yours, etc.,

FRANK BAYLES,

Hon. Secretary,

General Charities Organisation.
Hong Kong, August 7.

CHINESE Y.M.C.A.

NEW BUILDING IN KOWLOON.

NEARLY COMPLETED

The new Chinese Young Men's Christian Association building in Waterloo-road, Kowloon, is well on the way to completion, the contractor being Lam Dore, one of the principals of Messrs. Lam Woo & Co., and the architects are Messrs. Little, Adams and Wood.

The modern building, made of reinforced concrete throughout, is fronted by a domed entrance.

At the rear of the building is the Kwang Wah Hospital, to the west are European residential flats, to the east is the Sanitary Department's Kowloon Branch Office, and at the front of the building is the Kowloon Public Mortuary. These are the building's present surroundings.

Another entrance, which to all appearances seems to be the future main entrance, forms an alcove for the first floor. This faces the Sanitary Office. The building is three storeys high, the ground floor being for the main Club headquarters.

The next three floors are to be used for board and residence for 40 young men.

Lavatories for the first, second and top floors are all at the rear of the building.

The roof, which is on a two-sided slant, is made of red Chinese tiles. The foundation stone of the building was laid on February 24 this year by Mrs. Wu Ting-fang.

FALSE TEETH

HOPE FOR NEW COMFORT FOR PIPE-SMOKERS

The importance of the dentist in protecting the nation's health was the main theme of an address given by Sir Gilbert Barling, Pro-Chancellor of the University, to the British Dental Association's annual meeting at Birmingham University. He said good digestion helped to make people healthy and good tempered. Rheumatism, one of the bane of Britain, was often induced by certain changes in the teeth.

He also praised artificial teeth. They were a great salvation in prolonging life and preventing nutcracker jaws, though dentists had not yet enabled the possessor of artificial teeth to smoke a pipe as before. "I hope they will find a remedy for that unfortunate condition," he added amidst laughter.

SCOTS HIGHLANDS

MOVEMENT TO CREATE NATIONAL PARK

A number of Scottish societies met recently at Glasgow and decided to appoint a committee, with Mr. Ian Colquhoun as chairman, to investigate a scheme to make a national park of a forest reserve in the Highlands.

The site has not yet been decided upon, but it is possible that Cairngorm will finally be selected. The idea is to keep the area in its natural condition, with all the essential features of Highland scenery, including lochs, hills, rivers, waterfalls and tarns; and, if possible, a section of the coastline. \$100,000 will be needed to buy and equip this area.

Sir John Stirling Maxwell wrote a letter which was read at the meeting, in which he said it was a great opportunity for some rich Scotsman to do his country a signal service.

The Rev. John Jones, vicar of All Saints, St. Kilda, Victoria, Australia, has accepted the rectory of Marlborough, Wiltshire.

SCOUTS' CONCERT

16TH GROUP SCORE DISTINCT SUCCESS

FATHER BYRNE'S HUMOUR

There was a fair attendance at the concert hall of St. Patrick's Club, Garden-road, last night, when the 16th Hong Kong Group (Catholic Cathedral) Boy Scouts, aided by a number of local amateur talent, gave a concert in aid of the Group Funds.

In the absence of the President of the Group, the Rev. Fr. A. Parisotti, O.B.E., the Rev. Fr. Byrne, S.J., Vice-President, was called upon to address the audience, just before the interval. He seized on the fact that a band (which was to have opened the programme with an overture and contributed two selections), being unable to perform, on account of the indisposition of one of the players, to register a humorous protest against roping him in to fill a gap!

"A Poor Old Clergyman"

He came there, he said, to enjoy a concert and not to speak, and he was sure that the audience also did not turn up to be talked to. It was one of the theatrical tricks that had placed them all in that position. He was surprised, because Boy Scouts were just the people they all looked to to come forward in an emergency, to render first aid and save a situation, therefore the Scouts should have straightened out their own difficulties by putting on an impromptu turn to fill in the gap made by the absent band, instead of asking a "poor old clergyman, with one foot in the grave," to do it for them! (Laughter.)

What Scouts Learn

Father Byrne then spoke about the aims of the Scout movement. He said that joining the Boy Scouts did not mean learning to stand on each other's shoulders, as they had just seen done on the stage, or how to climb over a wall. That could be done by any boy. Scouts learned more important things besides these. In their training they learned self-reliance, and how to be useful to others, thus building up their character, to become useful citizens.

In conclusion he thanked the Scouts for the fine entertainment given them that evening, and the audience for their support.

A "Vigorous" Reply

A reply to Father Byrne's protest came in the shape of an extra turn with which the second half of the programme was opened. Three Boy Scouts, and four "Papa" Scouts, who had worn the uniform many years ago, took part in this item.

The "Old Scouts" discarded a fine piece of music armed with a fiddle, a flute, and a cornet, each with a pitch that was not in tune with the piano! Then the Scouts saved them from a shower of rotten eggs, or what you have, by singing "Mother Mine," which touched a soft spot in every heart, and the party was allowed to get off the stage uninjured!

The concert opened with a piano duet by the Rev. Fr. A. Riganti and Prof. Gaudl, who played a selection from Faust, and later obliged with three other well-rendered pieces. Mr. J. Braga gave two violin solos, and Mr. G. A. d'Aquino, a well-known amateur artist, gave songs in Italian and English.

An Interesting "Turn"

Then a number of Scouts gave a display which was referred to by Father Byrne as "climbing on each other's shoulder," an interesting act all the same. Last, but not least amongst the individual performers, was the Rev. Fr. Gallagher, S.J., who pleased immensely with the songs, "The Bandolero," and the "Lost Chord." The humorous side of the programme was in the hands of Mr. M. P. Baptista, who sang something about going to war with the "photo of the girl I left behind," the sight of which caused the enemy to take flight in spite of the fact that the singer's party was out of ammunition.

"Winning a Recruit"

The programme closed with a Scout sketch entitled "Winning a Recruit," in which Farmer Stodge, a conscientious objector, refused to allow his two sons to join the Scouts because he did not like the motto "Be Prepared," which he said was nothing but militarism. He changed his mind, however, when Boy Scouts saved one of his boys from drowning, and rescued the other from the hands of a couple of ruffians who sought to rob him. They joined up in the end. Between the acts, Scout F. Sequeira gave an appropriate recitation entitled "To Recruits."

The cast in the sketch was as follows:—

Farmer Stodge, Rover Mate W. Lamb.	(1st Central Rover)
Mrs. Stodge	Mr. R. D. Baptista (16th Group)
Sons: Joseph	P.L. J. Tavares (16th Group)
Willie	Sct. F. Thomas (16th Group)
Evalina	Sct. A. Elms (16th Group)
Squire Holdacre	
Rover Set. A. J. Ashlee	(1st Central Rover)
Dr. Killen	Rover Mate W. C. Low (1st Central Rover)
Police Sergeant	
Holdit Catchem Rover Set. C. Wennham	(1st Central Rover)
1st Leader	Scoutmaster D. W. Lake (16th Group)
2nd Leader	Rover Mate W. C. Low (1st Central Rover)
Ruffians	Rover Mate Lau Po-in and Rover Set. Li Wai-tak
Stage Manager	Rover Mate W. Lamb

The thanks of the 16th Group are due to Messrs. A. S. Watson and Co., Ltd., for gift of aerated waters; to Messrs. H. Rattonee and Son, for gift of beer; and the British-American Tobacco Co., Ltd., for gift of cigarettes, which were sold at the concert, the takings going toward the Group Fund.

P'RAPS —

P'RAPS NOT!

The Glasgow tramcar was making for the football ground packed with Soccer fans, when the conductor reappeared on the upper deck to make sure he had collected all the fares. "Is there any braw laddie here ridin' free?" he asked with a shout. "Aye; ye are, laddie," groaned a chorus of envious voices.

Two friends were having a tour round a zoo. Said one, "Where is that pelican, I wonder, that was here last time we came?"

"He's dead," said the other. "Oh!" said the first one. "I wonder what he died of."

"I suppose it was my fault," said the second one, with a twinkle in his eye. "I showed him the bill that I had from the seaside boarding-house, and he committed suicide from jealousy."

A chap with a B.A. degree found that never a billist could he obtain on the land, So he's now a deck hand; The B.A. has become an A.B.!

Dear Old Soul (reading): "Just fancy, Robert, it says here that for every missionary sent abroad this country sent 2,000 bottles of whisky last year."

Hubby: "Bless my soul! What does the man do with it all?"

"Don't you know, Milly, that it is very rude to turn round to look at a gentleman?"

"Mother, I only turned round to see if he turned round to see if I looked at him."

"Well, if that's all, that's all right."

Jack: "I paid five shillings to a fortune teller yesterday. She described you exactly, and said we should be married within a year."

Joan: "How extravagant! I could have told you that for nothing."

First Employer: "I can't get my men to stick to their work. There isn't one of them I can rely on."

Second Employer: "What about Robot?"

First Employer: "He's getting as bad as the rest. He'll do nothing till he's 'well oiled.'"

An old gent. entered a barber's shop the other day, and owing to his hair being rather thin on top he remarked to the barber, "Look here, you ought to cut my hair cheaper, as there's nothing much to cut."

"In your case, sir," said the barber, "we don't charge for cutting your hair at all. What we charge for is having to look for it."

Tommy: "This paper says if you smoke cigarettes your complexion changes."

Jimmy: "That's right. I am always tanned when I am caught smoking."

She aspired to become a prima donna and sang one evening to a critic.

"Tell me," she asked, "am I a soprano or contralto?"

"Madam," he said, sadly, "you are not."

Recalled to town by a police telegram telling him his flat had been burgled, a well-known racegoer was not overwhelmingly surprised to find a discharged valet in custody.

At enormous trouble the perplexed victim made an inventory of the missing articles, every article of which the prisoner produced.

Then, with a fine air of injured innocence he blurted: "Now, to show you how straight I am, I don't mind tellin' yer that, in addition to the things on this list, I copped a pair of pearl dress-shirt studs. After that admission, what price withdrawaln' the bally charge against me?"

"Alas and alack!" sighed the romantic Mrs. Oldwed, as she perused the last lines of "The Scarlet Pimpernel." "The days of chivalry are surely gone! In this lovely book, George, the hero falls in love with the heroine at first sight, and then waits ten years for her."

"What of it?" pooh-poohed George. "Can't I say more? Can't I say 'I waited twenty years for you?'"

"Twenty years!" gasped Mrs. Oldwed. "Why, we've been married twenty-one, and I accepted you straight off!"

"I know," retorted George. "But I've waited about three years for you to get your gloves on, about four years for you to change your hat and about five years while you said just one last word to the cook. I've waited upstairs, I've waited downstairs, I've waited at the theatre, I've waited in cabs, omnibuses, taxis, and motor cars. I've waited so long and so regularly that, between you and me, that hero of yours strikes me as a miserable, impatient, little rotter."

NO ALLIES

LI TSUNG-JEN ON THE CRISIS

IF RUSSIA WINS

General Li Tsung-jen, who is now in Hong Kong, has forwarded to the "China Mail" a lengthy indictment of Marshal Chiang Kai-shek's policy with regard to the seizure of the Chinese Eastern Railway. It is argued that this was an ill-considered move, undertaken without either military or diplomatic preparation, its primary object being to divert a domestic crisis threatening Chiang Kai-shek's own position.

General Li Tsung-jen was one of the big four of the able group of soldier-administrators known as the "Kwangsi Militarists." It was his coup, as Commander-in-Chief at Wuhan against Nanking officials, that started the struggle which resulted in his party's elimination. One must bear in mind that General Li is not, therefore, likely to view Chiang Kai-shek's actions at all favourably.

No Japanese Support

From his statement we extract the following:

As to the understanding with the Powers, it is important to note how Japan, Great Britain and the United States look upon the controversy. While not willing to allow Soviet Russia to carry out Red propaganda in Manchuria, Japan is not ready to involve herself in difficulties with Russia. Russia is the only country which can threaten the Japanese position in Manchuria and any difficulty arising between them will necessarily endanger Japanese influence and interests in that area. A Japanese emissary visiting Russia, while the China crisis was in progress, has clearly shown what Japanese policy will be.

In this crisis we cannot expect any support from Japan, and there is even ground to believe that Japan sees an opportunity of benefiting by the unfortunate happenings. Although Chiang Kai-shek has pursued faithfully his pro-Japanese policy and, in settling the Tsinan Affair, was willing to go so far as to enter into secret agreements with Japan detrimental to the interests in China, yet it would be foolish to expect Japan to do anything in return in the present trouble, as the very friendly gesture of Japan to Chiang Kai-shek is merely another means of getting more concessions from him and she cannot go against her own interests in order to please him.

British Attitude

Nor can Chiang Kai-shek expect any diplomatic support from Great Britain. It is an important point in the foreign policy of the Labour Government to restore diplomatic relations with Soviet Russia. The Government is working with some difficulty, toward this end. To help China in this crisis will undoubtedly alienate the loyalty of the rank and file of the Labour Party.

Nor will the United States, in view of her distance from the scene of trouble and her traditional policy of not involving herself in any engagement in the Far East which may mean the use of force, go beyond the efforts she is exerting now, in bringing to the notice of both parties the existence of the Kellogg Pact.

If China is Defeated?

Now, if the Chiang Kai-shek Government should embark on a war under such circumstances, the result would be most doubtful. Should the Chinese force be defeated, what would happen? Besides taking the Chinese Eastern Railway back under her control, Russia would obtain other substantial concessions and a practically unrestricted freedom to carry on Red propaganda in China. Japan would strengthen her existing interests in Manchuria, and secure other interests in that area.

National Humiliation?

If the war be avoided and the Chinese and Russia envoys succeed in holding direct discussion, there must be a basis for the discussion. Russia is not defeated and Chiang Kai-shek has failed to threaten her into submission, so we may feel sure that Russia fully understands the situation which he has created. If the result should be to restore the Chinese Eastern Railway to the original position, why then should Chiang Kai-shek throw upon China a national humiliation due to his own fault?

A George II. tea kettle, with lamp-stand and circular tray, was sold for \$1,550 at Sotheby's.

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FRANTIC APPEALS

KILLINGS BY "DRY" AGENTS

"For God's sake help us" is the frantic plea that leading citizens at International Falls, Minnesota, have sent to President Hoover in protest against the "terrorism" of Prohibition agents, who, it is said, have placed the law "Thou shalt not drink" above the Commandment "Thou shalt not kill."

A petition signed by the State Public Prosecutor, the mayor and chief of police of the city, and leading merchants, complains bitterly that Prohibition enforcement officers along the Canadian border have usurped the civil authority and murdered Henry Virkula, a respectable citizen, indulged in a long series of indignities, including the promiscuous use of guns, have "bullyragged" pedestrians and threatened to murder local policemen, including the police chief.

There can be no doubt that the desperate efforts of the Prohibition agents to enforce what many believe to be an impossible law is arousing widespread resentment in the United States, and, if persisted in, will be a strong influence in bringing about a moderation of the liquor restrictions.

Calling attention to 263 Prohibition killings by State and Government officials since the law was passed, Representative Laguardia, of New York, told the House of Representatives recently that whereas the United States Government had always been considered by the American people to be something kindly, something to love, it had become something hated and oppressive.

"Prohibition," Mr. Laguardia declared, "has gone beyond a question of wet or dry. It has come to be a question of domestic tranquility, whether communities shall be able to live in peace, and whether love and respect for their Government will remain."

After suspending business for more than ten days, Kiangwan butchers resumed following a promise of the Mayor of Greater Shanghai to instruct the police not to fine them for slaughtering livestock at Kiangwan, pending a settlement of the dispute with the Commissioner of Public Health, who ordered that no livestock should be slaughtered in places other than the Chapel abattoir. The Mayor has also promised to consider the butchers' demand to rescind the Health Commissioner's order.

Two hawkers were each fined \$3 by the Kowloon Magistrate this morning for uttering cries in Kowloon Tong and Mody Road, both being prohibited areas.

TONG WAR

"PEACE TREATY" SIGNED IN NEW YORK

New York, Yesterday. The On Leon and Hip Sing Tong have signed a "peace treaty" in the presence of the United States Prosecuting Attorney, Mr. Tuttle, thus averting the danger of a Tong war in New York.—Reuter's American Service.

VOYAGER'S RETURN

OFFERED THRONE OF POLYNESIAN ISLAND

"All well"—This comforting signal ended a period of some weeks of complete silence regarding the fate of the lone voyager, Alan Gerbault, who has been cruising round the world since August 1924. Gerbault, a well-known French tennis player, left Cannes in the 42 ft. cutter "Fire Crest" and crossed the Atlantic and Pacific, the latter voyage taking two years to accomplish.

Among the experiences encountered during this amazing trip was the offer of the throne of one of the larger Polynesian islands, which Gerbault seriously contemplated accepting. Gerbault returned to French waters on May 26, when he was sighted in the Bay of Biscay after which he was missing till the other day. At last came the signal, when he was 90 miles west of Belle-Ile, off Brittany, "All well."

56 YEARS AFTER

DEATH OF MURDERER WHO WAS REPRIEVED

Convicted of murder at Durham Assizes 56 years ago, Joseph Turnbull has just died at South Shields at the age of 79.

He was sentenced to death for killing a man named Hagan at Willington, but was reprieved a few hours before the time for execution.

When the intimation was received from the Home Office the flagstaff at the gaol had been fixed in readiness to receive the black flag, which was hoisted in those days; the grave was dug and the executioner on duty.

Turnbull served 14 years in prison. On his release he lived at Willington and later worked at Brancepeth colliery.

Often he discussed his ordeal in the condemned cell, and was wont to remark that he was one of the few men who had seen their own coffin.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAYA

The Resident Councillor, Penang, Capt. Meadows Frost, presented the Certificate of Honour to Mr. Lim Seng-hoo, J.P., in the Governor's office, Penang, in the presence of a large gathering of Chinese and heads of departments.

Water police attached to the Greater Shanghai Bureau of Public Safety made another opium seizure near the Ningshao Wharf, Nantao. They noticed two suspicious-looking characters who attempted to run away. The men were searched and found to have 400 ounces of opium in their possession. Both admitted that they had been in Gen. Li Pao-chang's army and had been engaged in opium smuggling since his defeat. They were taken to headquarters.

At the Provisional Court, Shanghai, Sung Yung-tsai was charged with infringement of a trade mark of cigarettes, namely using the lids from tins of the British-American Tobacco Co's cigarettes, and placing these on tins containing inferior Chinese cigarettes. Mr. W. Price appeared for the B.A.T. and told the Court that recently these cases had become quite common in Shanghai and that they should consider this in their judgment. The accused was remanded for a week and allowed bail of \$500.

The body of Albert Benjamin Hall, aviation machinist mate, who died from spinal meningitis in Nanking, arrived in Shanghai, prior to being taken to the United States. D. J. A. Perez, who was sent to Nanking by the Commander-in-Chief, also returned. It is understood that deceased contracted the disease ashore as he and four other enlisted men had been taking photographs for the new Nanking map. The men ashore with him are in quarantine, but no other foreign cases have developed although two Chinese are in the Drum Tower Hospital.

At the request of Mr. G. H. Wright, counsel for the defence, in the case of Kwang Zung-chong v. the Lien Tai Mutual Fire & Marine Insurance Co., Ltd., his Honour Judge G. W. King, in H.M. Supreme Court, Shanghai, ordered that pleadings be filed within three weeks. Plaintiff's claim was for Tls. 13,500 and interest in respect of the total loss under a policy issued by defendants on 2,000 tins of ground-nut oil which was shipped on board the C.M.S. "Hsin Wah" from Shanghai to Hong Kong when the vessel foundered and the cargo was lost. Mr. R. F. C. Master appeared for plaintiff.

NEW ADVERTISEMENTS.

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TO LET.—Three-roomed furnished or unfurnished FLATS. Modern quarters, conveniently situated, flush system, moderate rent. Apply H. M. H. Nemazee (Comp. Dept.), Princes Bldg. Tel. C. 930.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions

To-day—Dinner Dances at Hong Kong Hotel, Repulse Bay Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre;

"Wild Orchids."

To-day—World Theatre;

"The Boxer Bride" at 5.15 and 9.20 p.m., "Remorse" (Chinese picture) at 2.30 and 7.15 p.m.

To-day—Star Theatre;

"Red Lips."

To-day—Majestic Theatre;

"The Big City."

To-day—At St. Patrick's Hall, Catholic Cathedral—Scouts Concert, 9 p.m.

Home Mail

To-morrow—Inward from Europe via Negapatam ("Dalgoma").

Land Sales

Aug. 12—At P.W.D. Offices, two lots of Crown land at Shek Shan, and Mong Kok Tsui, 3 p.m.

Miscellaneous

Aug. 10 and 24—European Y.M.C.A. bathing picnics.

Meeting

To-day—Regular Monthly meeting of Marine Engineers' Guild of China (H.K. branch), 67, Des Voeux-rd., 6 p.m.

HUGE DOWRY

SPANISH SOCIETY WEDDING IN PARIS

Spanish and South American Society people in Paris attended the wedding of Senorita Elena Patino, daughter of the Bolivian Minister at Paris, and the Marquis Del Merito, the Spanish nobleman, at the Minister's House in the Avenue Foch, Paris, in mail week.

It is stated in the French Press that the dowry of the Senorita—whose father is one of the richest men in the world—amounted to nearly 1,000 million francs (about \$8,000,000).

According to time-honoured Spanish custom the ceremony did not take place until ten o'clock—just after dusk. Inside the mansion the first-floor drawing room had been converted into a chapel.

Everywhere the air was heavy with the scent of the beautiful and costly flowers which had been arriving all day.

A big crowd gathered outside the house, and ultimately swarmed across the lawns, from where large candelabra, blazing with hundreds of lamps, revealed a scene of wonderful splendour.

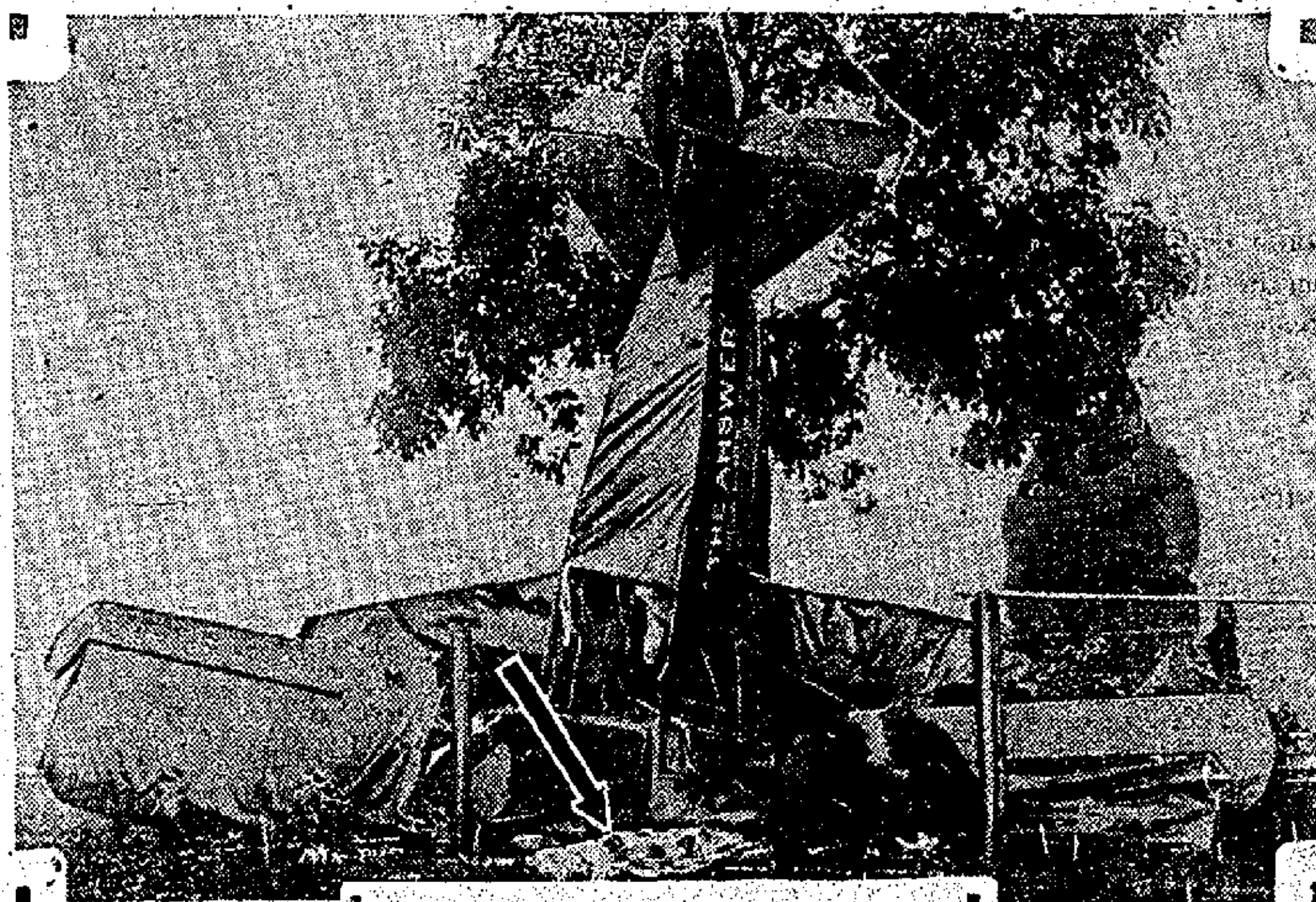
Mr. and Mrs. H. S. Talall, old residents of Kuala Lumpur, celebrated their 25th wedding anniversary when a large gathering of friends offered them their congratulations at a reception held at the Venning Road Masonic Hall.

Mr. M. Shigemitsu, H.I.J.M. Consul at Shanghai, has returned from an extended visit to Tokyo where he conferred with various members of the Japanese Government in connection with the China situation. Though it is understood that he may resume unofficial negotiations with the Nanking authorities concerning the Sino-Japanese Treaty, formal negotiations will not start until September when Mr. K. Yoshizawa, the Minister, will return.

OLD TAYLOR

AGED BY TIME

Airman Killed



This is a picture of the actual crash of "The Answer" in which Viola Gentry and Jack Ashcraft were flying in an attempted refueling endurance flight from Roosevelt Field. The pair attempted a forced landing when they found their gas had given out and a dense fog prevented their seeing a tree on the Hicks estate near Roosevelt Field where their plane crashed. Ashcraft was killed outright and Miss Gentry was unconscious when Henry Hicks and his son dragged them from the cabin of the plane.



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CHINA NEWS, LOCAL NEWS
and all the NEWS.
*The Weekly paper that saves you
the trouble of writing Home.*

Normal transit of newspapers via the Siberian route has not been resumed. This is one of the reasons why the people in the Old Country are all the more anxious to read of latest developments in this part of the world. The Suez Canal route remains and, for the homeward journey, all Hong Kong papers (except not too big cuttings which go as letters) are sent that way. Won't you post a copy of the "Overland" to a friend, who will be very pleased to read its contents?

The "Overland" as is generally known, is the only weekly news budget published in Hong Kong with pictures. This week's issue tells about "Red Thursday" (a predecessor of which was the Communist demonstration outside the Chinese Legation in London); about the improvement in water supplies; about the apathy of the British public towards their own interest in China; about the floods in the North and the disasters in Japan; and, in fact, all the "local" and "China" news of the week.

In the whirl of a trying Hong Kong summer rendered all the more unbearable by the acute shortage of water, letters to relatives and friends in other parts of the world frequently fail to be written even by the most ardent correspondents. It is a kindly thought, therefore, to ensure that those away from the Colony, or folk at Home, should have an unfailing supply of Hong Kong and China news every week—by means of a subscription to the "Overland China Mail."

Without any trouble of packing and worrying about the Post Office on your part, and at a one-and-only cost of H.K.\$2.75 for three months, the "Overland China Mail" will be sent Home for you every week, catching the mail regularly. It contains just the news, features and pictures from the daily "China Mail" that make a studied appeal to people with any interest whatsoever in Hong Kong, and many letters testify to the keen pleasure and interest its weekly arrival brings.

For your folks at Home to receive this weekly budget, or to keep yourself posted with affairs during your absence, all that you have to do is to drop a bit to the "Overland China Mail."

The word "Overland" is a reminder of the experience behind the production. It has been published since the early days of the Colony, to be sent OVERLAND because there was no Suez Canal, and that was the quickest route by which to get mail Home. In the march of time, the "Overland China Mail" has become the only weekly news budget which has pictures. It is made just to suit requirements, as it has done all along. What more could be desired?

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TO-DAY'S RADIO

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Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres:
5.30-6.30 p.m.—Programme of Dance Music. (Records supplied through the courtesy of Sincere Co., Ltd.)
7.48 p.m.—Evening Water Report.
8 p.m.—The evening programme of Chinese music will be broadcast from the Studio G.P.O. Building. Programme consisting of music and singing, arranged by the staff of Sincere Co., Ltd.
10.30 p.m.—Close Down.

CHINA & RUSSIA

(Continued from Page 1.)

the seizure of the railroad or the particular form of anti-extraterritoriality propaganda which some of Nanking's statesmen were issuing. At any rate, both coming at the same time created the unfortunate impression that Nanking was growing irritable and restless and that her foreign policy was reverting to the Hankow days of Mr. Eugene Chen. Although throughout the world there is more sympathy for China than for Soviet Russia, the issue immediately narrowed itself down to the single one that whatever changes are to be made in China's treaties and agreements, they shall be made by negotiation and not by unilateral declarations and seizures. That the leading men in Nanking hold that view is apparent from General Chiang Kai-shek's statement that China will not attempt to abolish extraterritoriality by force.

Problem Summarized
In addition to this question, the Russians have raised the issue of the use by China of "White" Russians for political and military purposes in Manchuria and Mongolia. Attaman Semenov's name looms large in this connection and whoever is responsible for his employment, if he is employed on behalf of China, has done his country infinite mischief.

The whole problem can thus be summarized:

1. Soviet Russia demands that the question of the Chinese Eastern Railway shall be settled by negotiation and not by seizure of the railroad.
2. China demands that Soviet Russia shall cease Communist propaganda and political activities in China.
3. Russia demands that China shall not use "White" Russians to disturb the Sino-Soviet frontier.

"Peace With Honour"

Surely such issues can be settled without a resort to arms! Surely there can be "peace with honour" in any solution of these questions. China needs peace and time to work out her problems of reconstruction. Russia will not benefit from a weakened and chaotic China.

All the requirements of this situation indicate the need for peace. Yet men talk of war. Both nations might practice some of the much vaunted realism of which revolutionaries boast so; both nations can easily climb down from their intransigent attitudes; both nations can meet about a table and negotiate for an adjustment of outstanding issues with dignity and honour. There is enough right and wrong on both sides to make that politically possible.

BITTEN BY VIPER

SPECIAL SERUM RUSHED BY PLANE

A man named Walker, of Holbrook Road, Chatham, was sitting on a grassy bank in a lane near his home, when he was bitten on the right hand by a viper. He killed the viper and sucked the wound, but within half an hour his hand was swollen up to the wrist.

He received treatment at St. Bartholomew's Hospital, Rochester, but the swelling continued, and the doctor in charge of the case advised the use of an anti-venom serum.

Telephone calls to London, however, elicited the information that the particular serum required was not available in England at the time, and, as the case was growing more serious, a telegram was sent to the Pasteur Institute in Paris asking for the serum to be forwarded immediately by aeroplane.

The request was immediately complied with, and the serum arrived by air mail. Injections were given, and the patient is now making rapid progress towards recovery.

The viper was about two feet long.

James Bellis, aged five, of Wigston Magna, Leicestershire, swallowed a small paint brush which pierced the lungs. He died in Leicester Royal Infirmary.

OLD TAYLOR

AGED BY TIME

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London	1/11 1/2
Bank wire	1/11 1/2
Bank 30 days' sight	1/11 3/16
Bank 4 months' sight	1/11 1/2
Credits, 4 months' sight	2/- 1/2
Documentary 4 months' sight	2/- 1/2
On Paris	1197 1/2
Credits, 4 months' sight	1272 1/2
On Berlin	—
On New York	—
On demand	46 1/2
Credits, 60 days' sight	48 1/2
On Bombay	—
Wire	129 1/2
On demand	129 1/2
On Calcutta	—
Wire	129 1/2
On demand	129 1/2
On Singapore	—
On demand	88 1/2
On Manila	—
On demand	94
On Shanghai	—
On demand	82 1/2
30 day's sight (private paper)	—
On Yokohama	—
On demand	99 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.00
Silver (per oz.)	24 1/2
Bar Silver in Hong Kong	2 1/2% dis.
Copper Cash	Nominal
Copper Cents	3% Prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	32 1/2% dis.
Hong Kong Sub. Coin	—

LONDON EXCHANGES

London, Yesterday	123.975
New York	4.85 7/32 (2)
Brussels	34.885
Geneva	25.22
Amsterdam	12.115
Milan	92.805
Berlin	20.36
Stockholm	18.10
Copenhagen	18.21
Oslo	18.20
Vienna	34.425
Prague	164
Helsingfors	193
Madrid	33.11
Lisbon	108.20
Athens	375
Bucharest	818
Rio	57
Buenos Aires	47 1/2
Bombay	1/5 25/32
Shanghai	2/4 1/2
Hong Kong	4/11 1/2
Yokohama	1/11 7/32
Silver Spot	24 1/2
Silver Forward	24 1/2

GRAMOPHONE NOTES

W. Owen writes in the "Review of Reviews":

The Columbia Company has been particularly active in the publication of records of Continental orchestras in recent months, and an interesting example is Stravinsky's First Bird music, played by the Orchestre Symphonique de Paris (Col. L2279-82, with album). This is conducted by the composer. It will be more interesting to those who have seen the ballet than to those who have not, and the recording is rather on the thin side. Debussy's Nocturnes, "Nuages," and "Fetes" on Col. 9656-7, come out very well on the records of the Orchestre de la Societe des Concerts du Conservatoire, Paris, (conducted by Philippe Gaubert), though the recording gives us one or two piercing passages. The Basle Symphony Orchestra, under Weingartner, has made two records (Col. 9644-5) of the Strauss Overture; the string tone is not perfectly true, but there is an air of realism about the performance which one does not always get on gramophone records. Yet another record of Stokowski and the Philadelphia Orchestra, has appeared—the Prelude to Act I and Entr'acte, Act IV, of Carmen (H.M.V. E381)—which is up to their usual high standard. A disc (Col. 9646) on which the Lucerne Kursor Orchestra plays the Orpheus in the Underworld Overture I found not so good as a recent Zonophone record of the same work.

There are a number of interesting instrumental records. On H.M.V. DA97 Wanda Landowska (harpsichord) has recorded, with orchestra, "Le Tambourin" (Rameau), "Le Concerto" (Daquin), and the Don Giovanni Minuet (Mozart). The harpsichord does not come through quite so well as on the record made by Landowska made of the instrument by itself some time ago. There being a little confusion, but it is far from being a bad record. A welcome album is that containing the first nine preludes and fugues from Bach's Well-tempered Clavier, played by Harriet Cohen (Col. L2239-44). The recording of the preludes may not be quite equal to the best I have heard, but it is on the whole quite good, and Miss Cohen plays delightfully.

T.T. on London	1/11 1/2
T.T. on Shanghai	32 1/2
Banks	—
H.K. Bank	\$1235 sa
H.K. London Reg.	\$125 1/2 n
[Cum div.]	—
Chartered Bank	\$19 1/2 b
Mercantile A. & B.	\$32 1/2 n
Mercantile C.	\$15 1/2 n
P. & O. Bank	\$9 1/2 n
Bank of East Asia	\$90 1/2 n
Insurances	—
Canton Insurance	\$630 n
Union Insurance	\$326 b & sa
North China Insurance	\$160 b
Yangtze Insurance	\$850 n
China Underwriters	\$2 s
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$770 n
Shipping	—
Douglases	\$27 1/2 n
H.K. Steamboats	\$24 1/2 s
H.K. Tugs & Lighters	—
Indo-Chinas (Pref.)	\$47 1/2 b
Indo-Chinas (Def.)	\$70 n
Shell Transports (old)	\$22 1/2 n
Shell Transports (new)	—
Union Waterboats	\$22 s
Mining	—
Benguets	\$3.10 b
Kailan Mining Ad.	\$3.6 n
Langkats (comb.)	\$15 n
Langkats (single)	\$19 1/2 b
Shanghai Explorations	\$2 s
Shanghai Loans	\$14 1/2 n
Raubas	\$8 1/2 b
Tronoh Mines	\$21/- b
Docks, Wharves, Godowns, &c.	—
H.K. & K. Wharves	\$128 b 128 1/2 sa
H.K. & W. Docks	\$32 1/2 b
China Providents	\$420 b 435 s
Hongkows	\$175 n
New Engineerings	\$77 b
Shanghai Docks	\$183 1/2 b
Cotton Mills	—
Ewo Cottons	\$16 b
Shanghai Cottons (old)	\$87 b
Shanghai Cottons (new)	\$74 b
Ng Sings	\$110 b
Lands, Hotels & Buildings	—
H.K. & S. Hotels	\$8.35 b
H.K. Lands	\$59 b 60 s
Shanghai Lands	\$147 b
Humphreys' Estates	\$13 1/2 b
H.K. Realities	\$8.15 b
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	—
H.K. Tramways	\$18 1/2 b 18.60 sa
Peak Trams (old)	\$11.80 n
Peak Trams (new)	\$6.05 n
Star Ferries	\$84 b
China Lights (comb.)	—
China Lights (old)	\$13.35 b
China Lights (new)	\$13.20 sa
China Lights 1928 issue	—
H.K. Electric (old)	\$56 b
H.K. Electric (new)	\$56 b
Macao Electric	\$26 1/2 n
H.K. Telephones	\$7 n
China Buses	\$14 1/2 b
Singapore Tractions	\$11/- s
Singapore Pref.	\$20/- b
Sandakan Lts.	\$2 1/2 s
Industrials	—
China Sugars	95 cts. n
Malabon Sugars	\$27 n
Canton Lces	\$2 b
Cements (comb.)	\$9.20 s
Cements (old)	\$7.70 b
Cements (new)	\$1.40 n
H.K. Ropes (old)	\$7 s
H.K. Ropes (new)	—
United Asbestos	\$5 b
Stores, &c.	—
Dairy Farms	\$19 1/2 n
Watsons	\$11.90 n
Dez A. Wings	\$60 cts. n
Lane Crawfords	\$1 1/2 n
Mackintosh	\$18 b
Sinacres	\$32 b
Wm. Powells	\$2 1/2 s
Miscellaneous	—
H.K. Amusements	\$26 b
H.K. Constructions	\$1.65 b
B. Ind. G.S. Bonds	\$4 1/2 n
H.K. Govt. Loans	7 1/2% b prem.
Chinese Estates	\$99 s

The disc on which Arthur Rubinstein performs Albeniz "Navarro" and "Seville" (H.M.V., EB1257) is one of the best I have heard of the piano, and almost as good in reproduction is Paderewski's record (H.M.V. DB1272) of two Chopin preludes—the "Raindrops" (D flat major, Op. 28, No. 15) and the A flat major (Op. 28, No. 17).

Of the operatic records, probably the best is that of Rosa Ponselle (soprano) singing the great air "Ernani! Ernani! Invola!" from Ernani (H.M.V., DB1276). The recording gives a certain hardness to the voice, but it nevertheless reveals to the full its majesty. Another good soprano record, though less interesting, gives us Lucrezia Bori's version of "Connais-tu le pays?" from "Me voici dans son boudoir," and Mignon (H.M.V., DA1017). I have received a number of records of vocal "gems" from Gilbert and Sullivan operas. From Zonophone come Parts 1 and 2 of a selection from The Gondoliers (G294); Part 3 of a selection from H.M.S. Pinafore and Part 4 of one from The Yeomen of the Guard (both on A369); and Part 3 and 4 of one from Iolanthe (A368). A four-part selection from The Gondoliers is recorded on Broadcast 5067-8. All these records reach a high standard, the Zonophone discs being slightly superior to the Broadcast, but they fall short of perfection because the words, so important, are not always clear.

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Air Stowaway Subdued



If nobody else was excited about seeing Arthur Schreiber, left, "Yellow Bird" stowaway, on his return to America on the a.s. "Leviathan," his father, Morris Schreiber, right, to whom the boy is another Lindbergh, made up for all the rest.

"COLD SHOULDER" FROM FELLOW PASSENGERS

Arthur Schreiber, the 22-year-old boy of Portland, whose presence in the trans-Atlantic plane "Yellow Bird" he did not make known to the flyers until that ship was well on its way from Old Orchard, to Europe, returned to the United States on the liner "Leviathan," unwept, uncomplained, unshaken.

The very much subdued stowaway passed almost unnoticed among the hundreds of other passengers who flocked down the gangway. Schreiber said this was just how he wished it, although it was reported that in spite of the fact his presence on the steamship had been advertised none of the passengers seemed anxious to meet him and the treatment drove him into the isolation of his cabin, where he stayed most of the trip.

TURK DEBAGGED

MODEL DRESS FOR MEN AND WOMEN

The Turk is to be debagged—meaning that in future his trousers will conform more to the Western style.

It has been decided to adopt a model dress for Turkish men and women. It is to be made of home-produced materials. The male fashion has already been fixed; it will consist of the following:—Norfolk jacket, white with black stripes; cream silk shirt, with soft collar and tie; dressy silk handkerchief; and unbaggy trousers.

The colour and shape of the trousers will be left to individual taste, but they must not "bag."

Miss Dorothy Gish, the film actress, appeared last month, for the first time on the British stage in an American comedy, "Young Love," at the Arts Theatre, Great Newport-street, W.C.

The propeller of Sir Alan Cobham's aeroplane caught in a tree at Rhyl while he was descending after a flight with some of the town councillors, but the occupants escaped injury.

To Arthur's father, however, Morris R. Schreiber, a little gray-haired funder who met him at the pier, the boy is another "Lindbergh." The elder Schreiber is full of talk of contracts and plans, although he would not be pinned down to specific statements. He had obtained from the Customs House a permit to meet his son at Quarantine, and he talked all the way down the harbour of what his boy might do. "He may follow aviation, his father said, but the future is uncertain. I'm not sure," he said. "Particularly kind to him in France, he said, was Lotti's father."

"I do not hope to meet three finer men than Lotti, Assolant and Le Forre. They are not only wonderful aviators, but real sports. Soon after we landed in Spain Armino Lotti said to me in the presence of his co-flyers: 'Everything is forgiven. All's well that ends well.'"

Schreiber and his father motored to Roosevelt Field from the pier and embarked in a plane. Upon reaching Old Orchard they motored immediately to their home in Portland, quite without event. No reception for the returning stowaway was held in either place.

Sir Robert Hadfield, the famous metallurgist, who has suggested the creation of an Imperial Development Fund, for financing large projects in the Empire, has drawn up a plan for organised Empire development which he puts forward as a basis for discussion.

At Bow-street Lionel Stanley Thompson, aged 27, a chemist's assistant, of Wiltshire-road, Brixton, S.W., was fined £10, and Rex Fell, aged 27, an actor, of the same address, was given 12 months' hard labour, for unlawful possession of cocaine.

Mrs. Sarah Vesp, of Hull, accidentally turned on a gas fire-tap while sweeping a bedroom and, having no sense of smell, was gassed.

Sport Columns

AQUATIC SPORTS

ARTILLERY MEN IN COMPETITION AT V.R.C.

20TH HEAVY BATTERY SCORES

The Royal Artillery held their aquatic sports yesterday at the V.R.C. before a large attendance. Some keen contests were witnessed, with the honour going to the 20th Heavy Battery, who won the Aggregate Cup (and also the half mile team race on Sunday).

The Results

The results were as follows:
Inter-Unit Relay Race—1, 20th Battery; 2, 12th Battery; 3, 31st Battery.

Novices Race (50 yards)—L/Bom. Ward (31st Bat.); 2, Gnr. Slade (20th Bat.); 3, Gnr. McDonough (31st Bat.).

H.K.S. Bde. Individual Race (100 Yards)—1, Nahara Singh; 2, Mohamed Khan; 3, Mohamed Khan. W.O.'s and N.C.O.'s Championship (150 yards)—1, L/Bom. Lamb (31st); 2, L/Bom. Breeds (12th); 3, L/Bom. Falk (20th).

Gunnery's Championship (150 yards)—Gnr. Rosser (20th); 2, Trumpeter Oliver (12th); 3, Gnr. Purvis (20th). Officers' Race (100 yards)—1, Lieut. Musson; 2, Lieut. Dangerfield; 3, Lieut. Wolfe Barry.

Individual Race (open to remainder of the Garrison)—1, L/C. Finlayson (K.O.S.B.); 2, Pte. Faulkner (K.O.S.B.); 3, Pte. Wilson (K.O.S.B.).

All Ranks Race (50 yards)—Gnr. Rosser (20th); 2, Gnr. Lewis (12th); 3, Gnr. Purvis (20th).

Girls' Race (25 yards)—1, M. Jordan; 2, E. Haslam; 3, P. Jordan; 4, Evelyn Haslam.

Boys' Race (50 yards)—1, C. Haslam; 2, B. Ribbands; 3, G. Ribbands; 4, P. Turner.

Sub-Section Relay Race—1, 12th Battery; 2, 20th Battery; 3, 31st Battery.

H.K.B. Battery Relay Race—1, 4th Battery; 2, Centre Section on mounted Battery; 3, 5th Heavy Battery.

150 Yards Three Style Race—1, L/Bom. Lamb (31st); 2, Gnr. Clark (20th); 3, L/Bom. Maitas (20th).

Diving Competition—1, Bom. Stidwell (20th); 2, Trumpeter Oliver (12th); 3, Gnr. Pollard (12th).

25 Yards Dash—1, L/Bom. Lamb (31st); 2, Gnr. Lewis (12th); 3, Gnr. Rosser (20th).

Half Mile Team Race—1, 20th Battery.

Aggregate Cup—1, 20th Battery.

Royal Artillery Water Polo Cup—1, 20th Battery.

Junior N.C.O. Shield—1, 12th Battery.

The aggregate numbers of points scored by the three Batteries were as follows: 20th Battery (39 points); 12th Battery (21 points); and 31st Battery (18 points).

LAWN TENNIS

QUEEN'S CLUB FINALS

W. T. Tilden, the greatest of all American players, has thrice appeared in the final of the London Championship Singles at Queen's Club. The first occasion was in 1920, when he was beaten by W. M. Johnston, though this did not prevent him from going on and winning the championship at Wimbledon a fortnight later. The second time was last year, when he annihilated his fellow-countryman, F. T. Hunter, whom he only allowed to win six games in three sets; and the third was when Hunter was again his opponent.

But this time to the great disappointment of a very large crowd which had assembled, the match did not take place. The reason for this was that the two finalists were also in partnership in the final of the doubles, in which they had to face the younger American pair, J. Van Ryn and W. Allison. With a natural desire to do themselves justice in this encounter, Tilden and Hunter arranged with the management that the doubles should be played first, so that neither of them should be exhausted in a single. Accordingly, shortly after two o'clock, on a court on which rain had made some of the lines very difficult to see, and was still falling in a gentle drizzle, which at times increased to real rain, the double was staged.

And a very good match it proved to be, showing Van Ryn and Allison as a pair persistent in attack and ready and anxious to push it home. Fortune swung in the first set, each side leading in turn, but the

younger pair eventually got it at 11-9. The second set was quickly claimed by Hunter and Tilden at 6-2; but the third was again a great struggle. Game by game the score reached 4 all; then Van Ryn won his service game to love to lead 5-4, only to lose the next three and the set, luck having been badly against the junior pair in the eleventh game. In the fourth set Van Ryn and Allison led until Van Ryn's service was dropped in the fifth game; and from this loss they could never recover, Tilden and Hunter winning the set 6-3 and and the match.

The Winning Factor

The real winning factor in the match was Hunter's return of the service, which was as near perfect



Besides making good scores, Gene Sarazen, the American golfer, had to smile with all the demands for autographs.

as is likely to be attained: he made an occasional mistake in the rallies, but no better partner could be wished for. Tilden was variable: he made, as he always does, some marvellous shots, but he missed a great many. His judgment, too, was at fault, for, because Allison was making an occasional mistake overhead, he fed him for too long with easy ones, of which, when his eye was in, he made smashes which were quite unreturnable. He was the mainstay of his side: he won many rallies off his own racket, in a style which must have made Tilden and Hunter think they were again opposed to a Hawkes. Van Ryn was brilliant, especially in the recovery of difficult shots, but he made many mistakes.

Still, this young American pair

WATER POLO

CHINESE TEAM VICTORIOUS AGAIN

LEAGUE POSITIONS

In a League game at the V.R.C. yesterday evening between the V.R.C. "B" team and the Chinese "A", the latter won the decision by the 2 goals to 1.

The game throughout was scrappy and resulted in four players being ordered out of the bath.

The V.R.C. drew first blood through Lawrence from a pass. After taking the lead Remedios was stopped from playing for fouling within the four yard limit. The Chinese then equalised through a penalty.

In the second half, two Chinese players were penalised, and notwithstanding the handicap, they held together, and the home team again conceded another penalty, which the Chinese converted. The rest of the play was desultory and when the final whistle was blown, the Chinese left the bath with one goal to the good.

League Position

The latest positions of the teams in the League are as follows:

	P.	W.	D.	L.	F.	A.	Pts.
V.R.C. "A"	2	2	0	0	7	1	4
Chinese "B"	2	2	0	0	6	1	4
Kowloon "A"	2	2	0	0	7	3	4
V.R.C. "B"	2	1	0	1	11	2	2
Chinese "A"	2	1	0	1	2	1	2
K.O.S.B. "A"	2	1	0	1	4	3	2
Navy	2	1	0	1	3	8	2
Somerset	2	0	0	2	3	8	0
K.O.S.B. "B"	2	0	0	2	1	5	0
Kowloon "B"	2	0	0	2	1	13	0

have got to be reckoned very seriously with when the doubles come on at Wimbledon. Shortly after the conclusion of this match it was stated that the final of the singles would not be played, Hunter retiring in favour of Tilden, the cup-holder. Subsequently, however, a further announcement was made that the prizes would be divided.

On a court much cut about by the men's doubles, in spite of the fact that Tilden had played nearly all the time in his socks, Miss Goldsack and Miss Ryan had quite a good match in the women's singles final. At first Miss Ryan's chops and drops and slices on a surface which just suited her were too much for Miss Goldsack to cope with, and the Californian took the first set at 6-2. Miss Goldsack, however, driving well and generally managing to pass Miss Ryan when the latter came in to volley, took the second set at the same score.

After a very long opening game, which Miss Ryan at length won, she increased her lead to 4-1 in the final set; and though Miss Goldsack fought bravely to the finish, one more game was all that came her way. Miss Ryan's drop shots, towards the end, scored many points for her, but on a court which gave more value to the pace of Miss Goldsack's drives the result might have been different.



Buddy Austin, above, sprung the surprise of the British singles championships at Wimbledon by eliminating Francis Hunter, second ranking player of the United States, in one of the most spectacular tennis matches ever staged.

SWIMMING

NEW ASSOCIATION BEING FORMED

AMATEUR CONTROL

It is understood that a new Association will shortly be formed for the purpose of promoting swimming in the Colony for amateurs. It will be known as the "Hong Kong Amateur Swimming Association," and it is also understood that a meeting has been arranged for August 15.

From the tentative rules, it appears that the objects of the Association are to look after the selection of candidates for interports, to arrange, manage and control amateur championship and other aquatic events of the Colony.

It appears that the standard of swimming in the Colony will also be looked after by the Association, for in the rules mention is made that the training of members for interport swimming contests, water polo matches, and other aquatic events will also be undertaken.

SPORT MANIA

PROTEST BY AUSTRALIAN PREMIER

"The position in Australia to-day with regard to sport and entertainment is a bad thing for the nation."

The above remark was made by the Prime Minister of Australia recently. One of the biggest things they were up against, said Mr. Bruce, was the atmosphere of pleasure and the desire for entertainment, which seemed to be an inseparable part of the life of Australians. It was rather dreadful to contemplate that while they were facing more serious economic troubles than ever before, and thousands of men and women were going through privation and suffering, great queues could be seen in the early morning outside the theatres and cinemas in the capital cities.

This was at a time when it was difficult to get money for reproductive works of public benefit. Race meetings were held, at which thousands of persons spent their time and, unquestionably, their money. It was a bad thing, and should be stirring the conscience of the people.

WORCESTER CAPTAIN

MAJOR JEWELL RESIGNS FOR HEALTH REASONS

For reasons of health, Major M. F. S. Jewell has decided to relinquish the leadership of the Worcestershire team. For some years his health has not been satisfactory, and, unfortunately, the operation he underwent last winter did not prove so beneficial as was hoped. He has done good work for the County, which he led in 1920, 1921 and 1926, as well as this year. In 1926 Major Jewell succeeded M. K. Foster as captain.

In that season he scored a hundred in each match with Hampshire. He showed considerable freedom, besides strong defence, and could suit his style to the needs of the occasion. He was second in both the County's averages, with 27.75 in batting and 20.81 in bowling. C. B. Forsyth took over the leadership from Major Jewell in 1927, and the latter did not figure often. In 1923 Major Jewell participated in only three matches, and headed the batting averages with 39 per innings.

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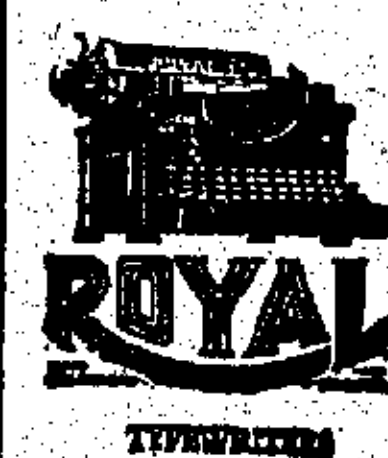
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LICENCE WITHDRAWN

WELL-KNOWN AUSTRALIAN TRAINER IN TROUBLE

London, July 18.
The Stewards of the Jockey Club have withdrawn O'Sullivan's training licence.

They are unable to accept his explanation regarding the difference between Cheerio's running when winning the Bibury Cup at Salisbury on July 10 and in previous races.

O'Sullivan, who is an Australian,

was formerly a trainer of athletes and boxers. After the War, he took up racehorse training and during his residence in England has occupied six establishments—Wantage, Doncaster, Malton, Bishops Canning, Titchfield and Devizes—meeting with considerable success.

OLD TAYLOR

AGED BY TIME

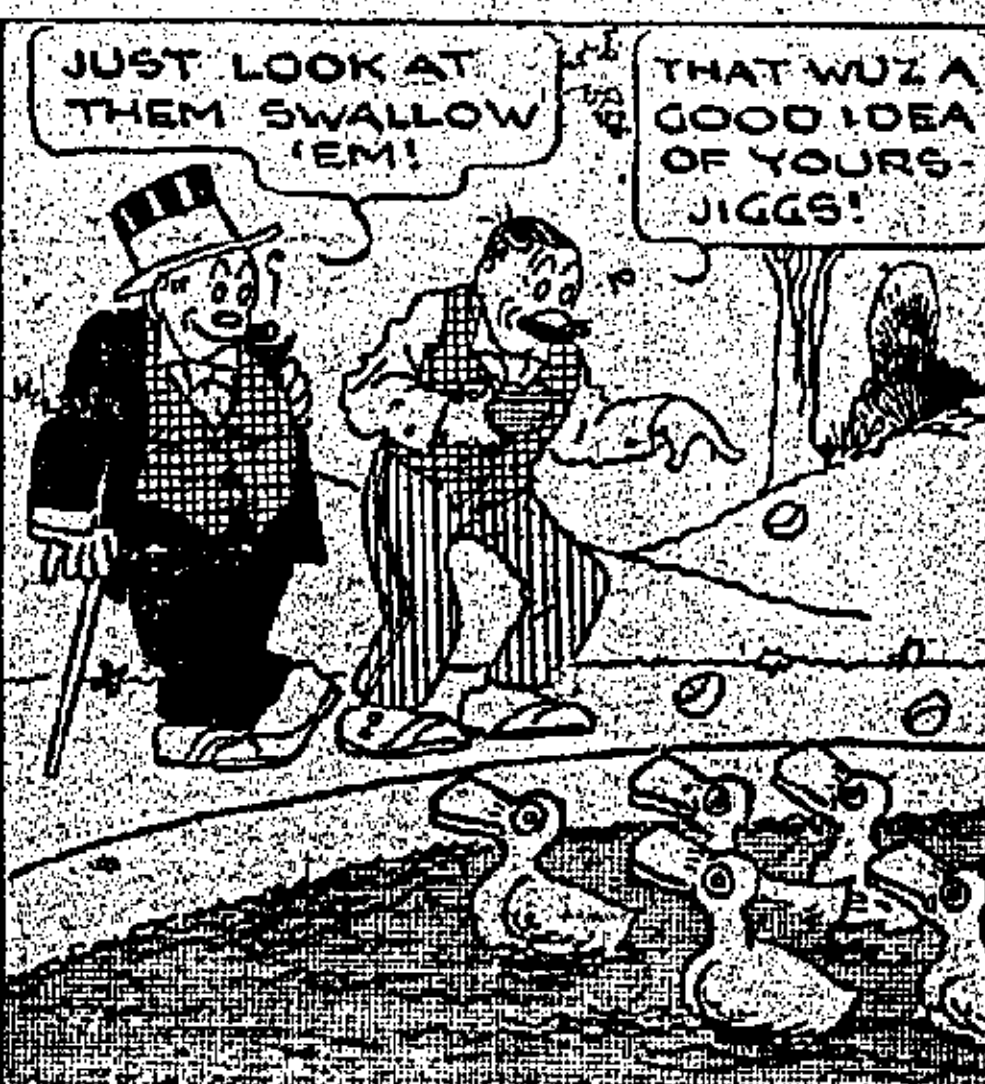
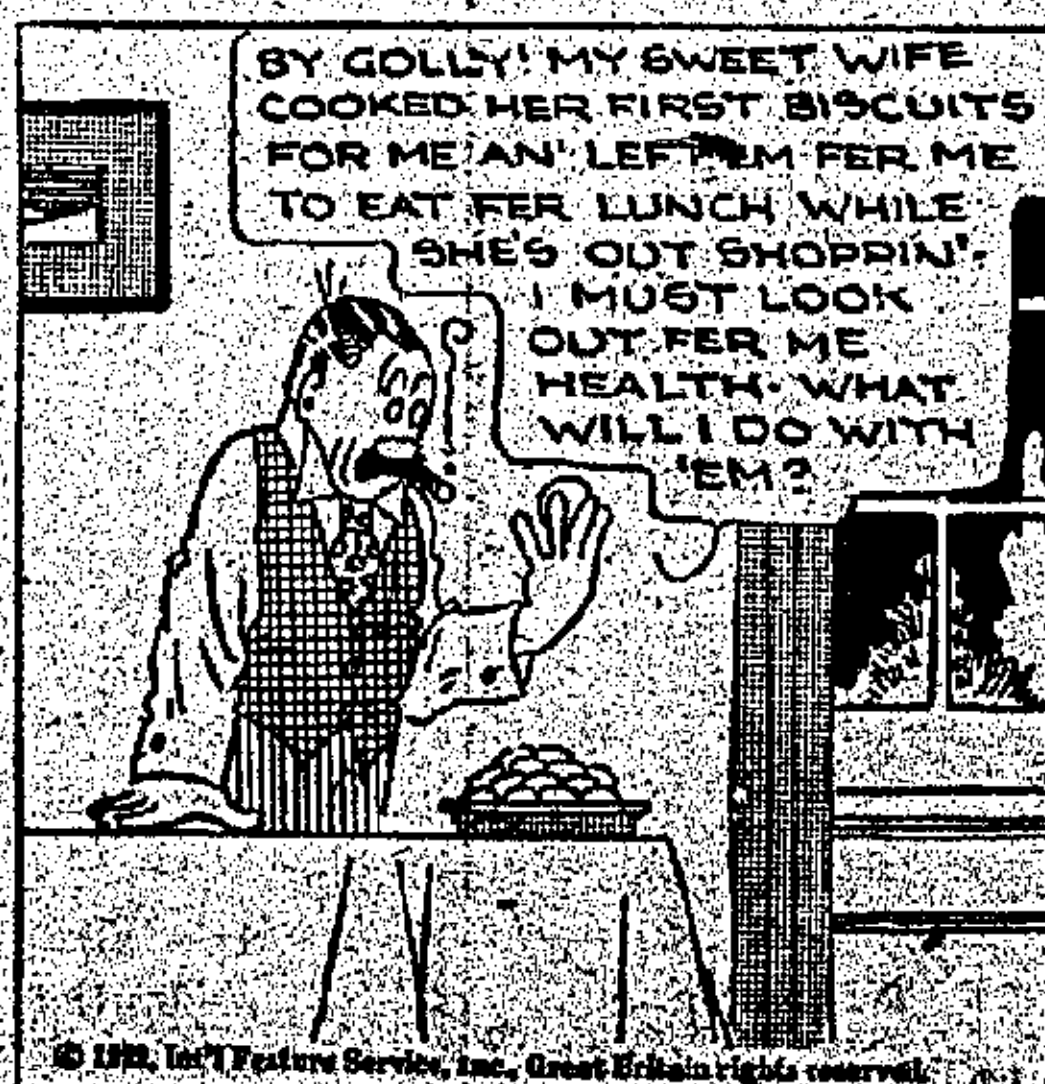
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BRINGING UP FATHER.

World News In Pictures

Royal Eye Inspects Eclipse



His Majesty, the King of Siam, an ardent movie fan, wouldn't let such an important event as the eclipse of the sun go by untaken. He is shown with his cinema camera during recent solar observations at Pattani, Siam.

Mount Ranier Takes Two Lives



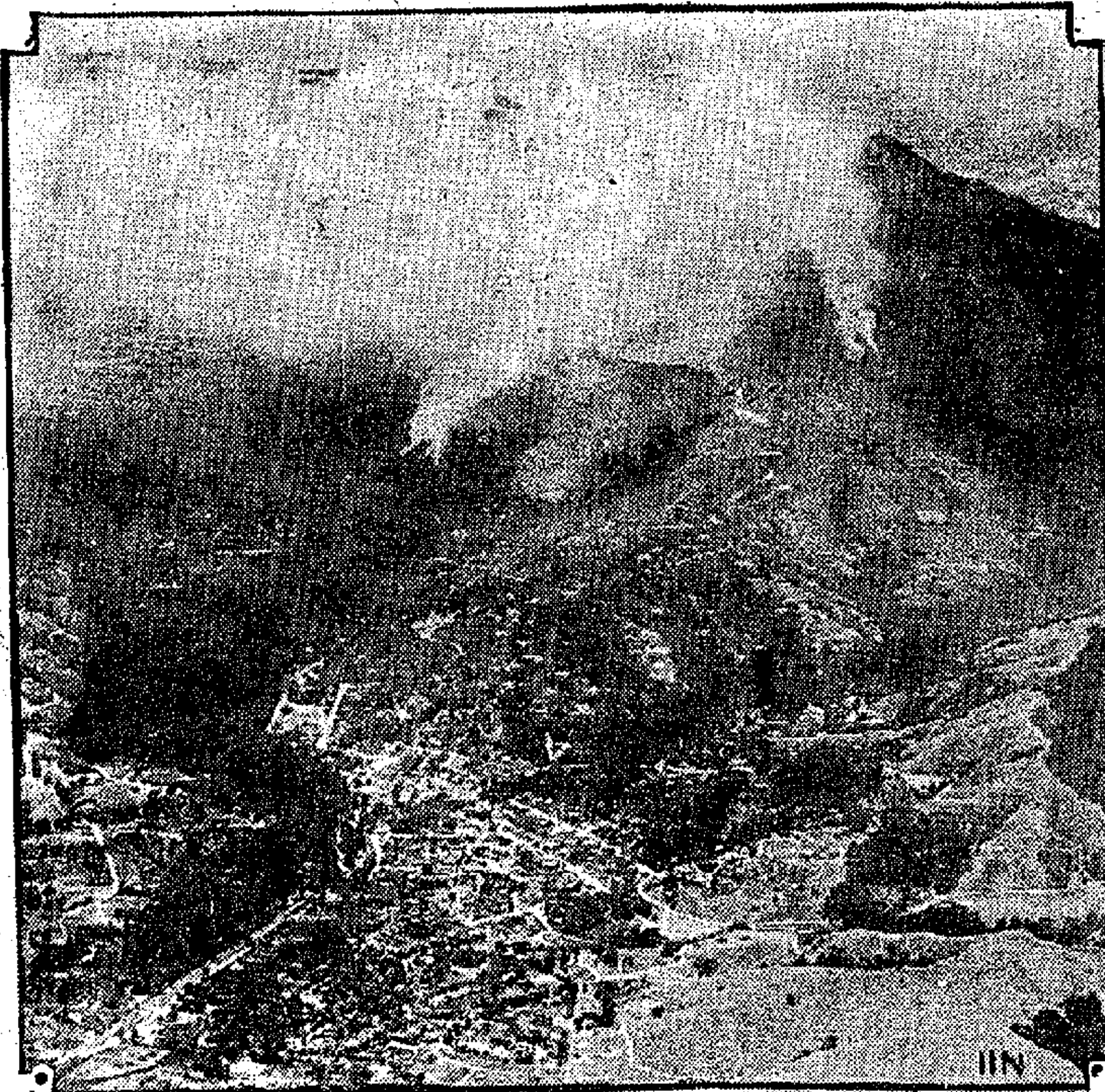
Forest rangers are engaged in final efforts to locate the body of Forrest Greathouse, inset, Seattle high school coach and former team mate of "Red" Grange, who, with Edwin Wetzel, of Milwaukee, Wis., lost their lives returning from the season's first ascent of Mt. Ranier, when their party dropped into a blind crevasse on 13,000 foot level. The picture above was taken three days prior to the accident and shows two mountaineers who made the ascent as one of them slipped into a slight crevasse. Wetzel's body has been recovered, but all efforts to find Greathouse have failed.

An Old-Time Canadian



Here is a member of the Kwakiutl tribe of the West Coast of Vancouver Island. The quill through the nose is more reminiscent of the West Coast of Africa than the West Coast of Canada, but it shows that strange customs and costumes are to be found still in the Dominion.

Millions Damage Done By Fire



Only the fortunate shift of the wind saved the city of Mill Valley, California, from the destruction visited on more than 100 suburban homes by a raging forest fire which 2,000 volunteers were unable to bring under control. The aerial view above shows the fire advancing over the mountains on the town of Mill Valley nestled in the valley. Property damage is estimated at well over \$1,250,000.

Mexican Priests Return To Parishes



Rt. Rev. A. J. Schuler, center, of El Paso, Texas, acts as host to many of the exiled Mexican priests who are now on the way back to their churches. The recent settlement between the Mexican Government and the Catholic Church is being carried out without any trouble from zealots who were at first expected to attempt preventing the terms being carried out.

More Boys Planning to Make Buchanan's Alaska Tour



George E. Buchanan, sponsor and backer of and rooster for the movement of boys to Alaska, is planning to take 50 or more to the far north this coming summer. Buchanan, who is president of the Detroit Coal Exchange and five coal companies and a bachelor, believes that a trip to Alaska, provided a boy partly earns his way, will be a wonderful formative incident in his life. He has already taken 300 boys to Alaska, and this will be his seventh annual personally conducted tour. The boys, ages 9 to 17, must earn one-third of the cost of the trip (\$125.00); the parents advance a third and Buchanan loans the boy one-third, which is to be repaid later at the boy's leisure. Buchanan, who gets letters from all over the United States and Canada addressed, "Alaska, Buchanan, Detroit," tells the boy who writes to him direct from anywhere how he can earn his third by selling pencils, kitchen tongs, coal, steel ash baskets, etc. Boys who qualify go westward through Canadian Rockies, seeing "Banff" and Lake Louise, then north to Alaska on the "Princess Louise." They see the wonders of Alaska and return by the "Princess" to Vancouver and homeward through the United States, Alaska and the States. Buchanan goes with them on every trip and gives them his personal care. When asked what he did if they got sick, he declared that they did not get sick, or if they had a bit of indisposition, the wonderful climate popped them up and put them back on their feet immediately. "One boy gained 19 lbs. during the month's tour," said Buchanan, and every boy has gone home a better boy physically, mentally and as a young business man. He has seen Alaska's wonders and has earned part of the money to finance the trip, which covers about 8,000 miles and lasts a whole month. One of my youngest boys, who is 17 years old, has already earned about \$20, and if he gets his third together on his own efforts, he will be in our party this summer, even if he is only six years old. Any boy, anywhere can go, provided he gets his parents' consent and earns his third.

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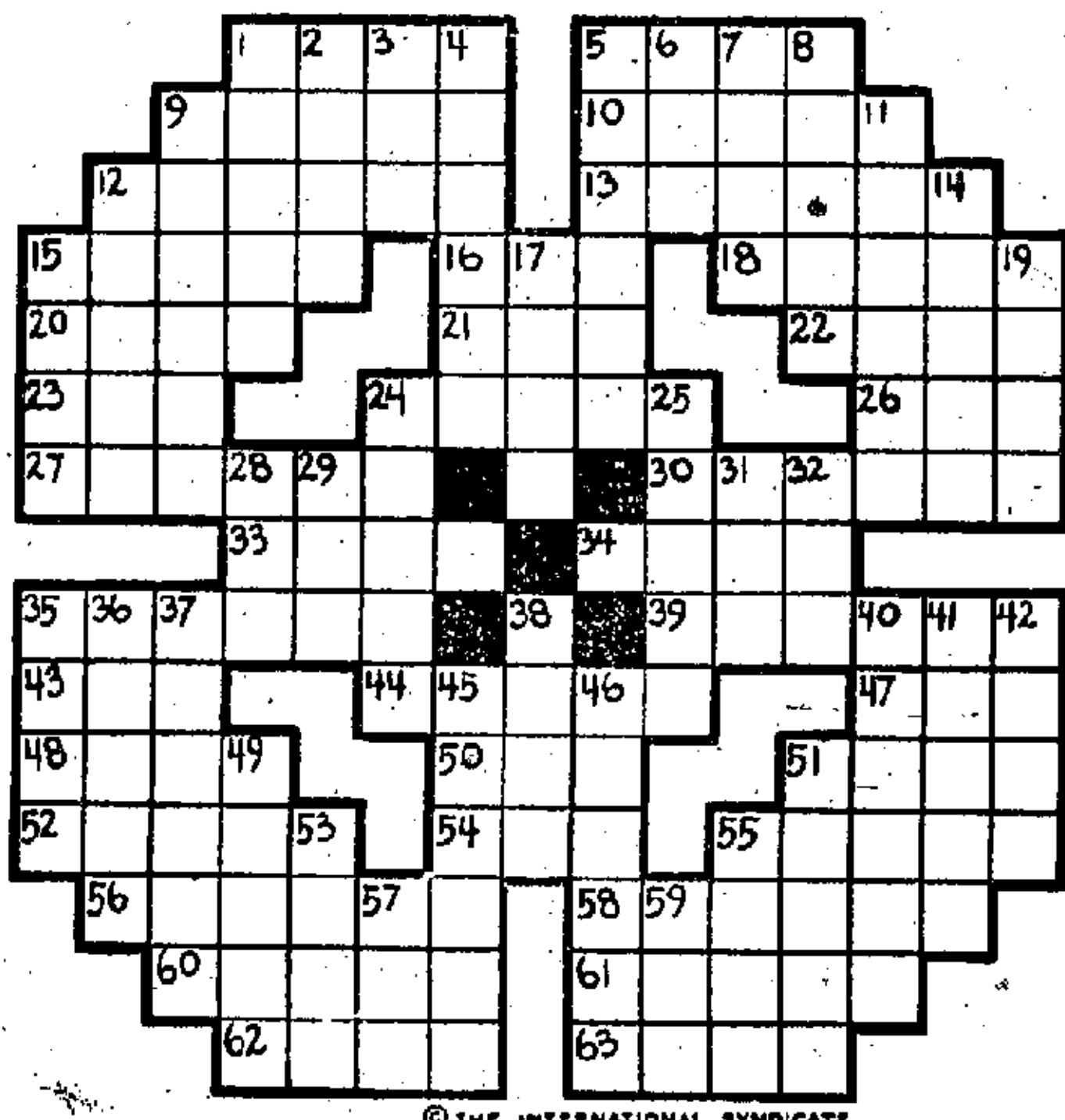
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plover, and altho.)



HORIZONTAL

- 1-Interweaves
- 2-Prophet
- 3-Contradict
- 10-Vehement
- 12-Take away
- 13-Dealer in cloth
- 15-Complimentary title, feminine
- 16-Prefix, Across
- 18-Warehouse
- 20-Binful
- 21-Wear away
- 22-Be defeated
- 23-Obscure
- 24-Fortified against
- 26-Wickedness
- 27-Prenoun
- 30-A ruler
- 33-Proportion
- 34-Twisted together
- 35-Royal residence
- 39-Specimen
- 43-Edged tool
- 44-Hostile incursions
- 47-Depressed
- 48-Ascend
- 50-Near relative (abbr.)

HORIZONTAL (Cont.)

- 51-System of signals
- 52-Laborer ardently
- 54-Couch
- 55-Arbor
- 56-Easily moved
- 58-Sculptures
- 59-Memoranda
- 61-Cave relief
- 62-Marries
- 63-One who colors

VERTICAL

- 1-Commemorative coin
- 2-An astringent mineral salt
- 3-Muralgia
- 4-Hunting dog
- 5-Calm
- 6-Spike of corn
- 7-Exclamation
- 8-Repulse
- 9-Obscure
- 11-Sleep
- 12-Small crane at side of ship

VERTICAL (Cont.)

- 14-Tree gum
- 15-Combining form
- 17-An inclined plane
- 19-Temporary shelter
- 24-Later
- 25-Refuse
- 26-Epoch
- 28-Resinous substance
- 31-Girl's name
- 32-Jewel
- 35-Segment
- 36-Self-evident truth
- 37-Injury
- 38-Metallic thread
- 40-Furrowed
- 41-Ore veins
- 42-Water container
- 46-Lady superior of a nunnery
- 46-Avoided
- 49-Joint
- 51-Shelter
- 53-Location
- 55-Foundation
- 57-Conducted
- 59-Beam of light

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION

ARCH	EBB	ABLE
LEA	SEUL	ROE
TERSE	G	OSTER
O	MACDONALD	U
DEUT	T	BULL
DOLL	FAG	GEAR
IN	MI	AN
POLL	GIG	ARID
RUIN	N	APIA
S	BLANDNESS	A
LABANE	E	REIGN
AGE	EMERY	NAT
GORE	ADD	OGRE

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island	Feet
Victoria Peak	1825
Signal Station	1774
Mt. Parker	1784
Mountain Lodge	1725
The Byrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (Hillside)	297
Mainland	Feet
Taimosha	8124
Kowloon Peak	1971

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO. LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—
Sui On Long, from Kobe.
Pak Ngai, 69, Robinson-road, from Kobe.
Hong Chiang, from Shanghai.
Lee Yuen-sang, from Kobe.
S. W. Chang, 72, Robertson-road, from Shanghai.

E. V. JESSEN, Superintendent.
Hong Kong, 1st August, 1929.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO. LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Whiskens, c/o Postmaster, from Rangoon.
Agent s.s. "Rebera," from Colombo Sub.
Schmidt Crane Expedition, Care of United States Consul, from Chicago, Ill.

S. LACE, Superintendent.
Hong Kong, 1st August, 1929.

"AT COOK'S"

TOURS OF KINGS AND PRINCES

THE HEAD RETIRING

"The Observer" learned that Mr. Frank Cook, the head of the world-famous firm of tourist agents, Thomas Cook and Son, was retiring at the end of last month.

Interviewed at Barnett Hill, his beautiful estate at Womersley, in Surrey, Mr. Cook, whose tall figure is familiar to many distinguished tourists, said that he has had it in mind for a long time to retire, and the amalgamation of the firm with the Wagons-Lits has now made it possible. "I have had just on fifty years in the business," he remarked, "and that, I think, is long enough for anyone to work."

Origin of the Business

It was Mr. Thomas Cook, Mr. Frank Cook's grandfather, who established the business, eighty-eight years ago. Recalling its origin, Mr. Cook said, "My grandfather, who was by way of being rather a social reformer, was interested in the teetotal movement in Leicester. In the year 1841 there was a big fete being arranged in the park at Loughborough, and he was wondering how he could help to make it a success."

"It occurred" to him to arrange with the Midland Railway a special train from Leicester to Loughborough. That was the first special train that was run for the use of the public. It led to others of a similar kind, and my grandfather thought there might be a business in the idea, and he began to extend it.

"My father, Mr. J. M. Cook, was responsible for the great development of the business. Its success has been really due to the great amount of hard work he put into it in its early days."

First Office in London

"The first office we had in London was at 98, Fleet Street, opposite the old Ludgate Circus office. Then my father took a building lease of the Ludgate Circus site and built the offices there."

"I remember as a boy sitting on the stands my father put up for the public to see the procession to St. Paul's Cathedral for the thanksgiving service that was held for the recovery of the Prince of Wales, afterwards King Edward, from typhoid fever."

By that time the business was fairly started with France and Switzerland, and gradually it has extended all over the world. Mr. Cook recalled his journey through Palestine and Syria with the present King, when he was Prince George, and the late Duke of Clarence. On the conclusion of that tour he went back to Haifa to supervise the arrangements for a pilgrimage of just over a thousand French pilgrims who landed there and went up to Jerusalem.

In the late 'eighties he supervised another memorable tour—that made by the Emperor of Germany through Palestine. "On that tour," he recalled, "we had about one hundred and twenty Germans, including the Emperor and Empress and their suites, about one hundred Turkish Pashas and their suites, sent by the Sultan to do honour to the Emperor, and about twenty-five journalists, mostly English."

"I rode into Jerusalem in front of the State procession when the ex-Kaiser entered the city, much to the annoyance of the German tourists who were there and did not like to see an Englishman taking the lead and having all the arrangements in hand."

"But the biggest thing we ever did—it was my father who was responsible—was the transport of British troops from railroad to Wadi Halfa for the relief of Khartoum and General Gordon."

Thanked by Parliament

"During the Great War we also rendered many services of a more general kind, and were publicly thanked in the House of Commons for the assistance we were able to give to English travellers to get home when the War broke out."

The next great event in the history of the company was the amalgamation with the Wagons-Lits. "What that means," Mr. Cook said, "is that now all our clients have the use of all the Wagons-Lits offices as well as our own. It will lead to a considerable increase of facilities for the travelling public in one way and another."

People Travelling More

"Do you find," Mr. Cook was asked, "that people are travelling much more than they did?"

"Yes, much more. Travelling is growing all the time, and the receipts are increasing every year. I don't see anything to stop it. Ever since the War people have been travelling more and more."

"An interesting development is the cruising business by cruise ships, steamers, to the Mediterranean, to the West Indies in winter, to the Scandinavian countries in summer, and all round the world. Motoring, too, has brought an enormous amount of new affluent holiday-makers, and that business, both by motor-coaches and by private or hired cars, and now by air."

a combination of rail and motor-coach tours is growing.

"Another enterprise that is developing very much is flying. When, for example, you can breakfast in Cairo and dine in Baghdad there is a great temptation to many people to make the trip. As people gain confidence flying is sure to develop."

DRESS & DANCING

FOR CHARM AND COMFORT WITHOUT EXTREMES

The old-fashioned waltz is really coming back into favour and we hear that long flowing, evening frocks naturally follow. This confirms a pet theory of mine regarding manners and modes, and their relation one to the other!

The other day I was looking through some really old volumes of Punch. In those days of bustles, flounces, leg of mutton sleeves, etc., a distinct style, walk and general adaptation of themselves to their garments was necessary for comfort's sake if nothing else. The dances of the period included polkas, barn-dances, and mazurkas. Now don't they somehow fit in with the women's dresses, and the men's tail coats and whiskers?

To jump to the other extreme. The post-war period saw us in the thick of the ultra-jazz mania. Frocks shot up to knees—hair was Eton-cropped. The wilder the dances the more free and easy the costume of the dancers! And not only do clothes change but types of facial expressions also alter.

In those same old Punches the women all had long profiles, with Grecian noses, forehead and nose in one line—which gave them that look of the Du Maurier illustrations in Peter Ibbetson and Trilby! Look back at the Punches of the last ten years. Gone is the long profile—the short skirts seem to have caused the uplift of the nose and the pert chin profile. I wish I were an artist and then I could show you in two strokes what I mean!

So I say again that there is a certain consistency in regard to the why and wherefore of certain phases of fashions and manners, which is particularly noticeable where dancing is concerned. Clothes influence the dancing of the period—or is it vice versa? Anyhow the two seem to change simultaneously. It was quite possible to dance in a crinoline. It was even easier to dance gracefully in it than in dresses of recent periods. But the dancing then was undulating and graceful. Try to imagine the incongruity of a minuet in a modern everyday ballroom toilette, and then reverse the process and vision a foxtrot in a crinoline!

Without being a cynic, one cannot watch the passing couples in a modern ball-room without being impressed by the general blasé attitude and expression of the dancers. One can not more attach this expression to the presumably demure, but nevertheless joyful, debutantes of our great-grandmother's day, displaying on her countenance every passing emotion, and blushing to order, frankly showing her enjoyment of the treading of a measure, than we can imagine the modern maiden (smoking a cigarette, powdering her nose, using her lipstick in public, and using language that would literally cause her ancestors to turn in their graves) clad in a hooped and frilled dress and garlanded with flowers.

Is it true, then, to follow up this idea, that in the near future we are to be less inconspicuous than usual? Our jazz dances have gradually toned down to rhythmic blues and gliding tangos. The music has altered in the same way. From mad jazz tunes of the immediate post-war period we now have what might almost at times be termed classic syncopation!

Clothes have never been more sensible and fascinating than the new fashions—particularly for evening wear. Long graceful lines, and yet freedom for movement with subtly inverted flares. Certainly fashions are not extreme just now, and really seem for once to have kept to the middle road attaining charm and comfort without bizarre extremes—N.M.

LINK WITH CHARLES II

HISTORIC HOUSE AS SITE FOR NEW COLLIERY

Bentley Hall, near Walsall, where Charles II. is said to have hid during his flight after the battle of Worcester, is to be demolished and a colliery will be developed on the site. Already a test shaft has been sunk in the now long-deserted garden.

Once a beautiful and stately mansion in Restoration style, Bentley Hall has long since fallen into disrepair. Ringed around with collieries as it is, it was only to be expected that it should exist in the grounds.

Local efforts to save the old house from its inevitable fate were abandoned after the discovery that nearby mining operations had nearly reached the foundations, and that business, both by motor-coaches and by private or hired cars, and now by air."

FRAU LUDENDORFF

INTIMATE SIDELIGHTS ON GREAT EVENTS
PIQUANT MEMOIRS

Berlin.—A more than mere sensational interest is attached to the memoirs of Margarethe Ludendorff, wife of General Ludendorff during the most important years of Germany's later history, 1903-1926 ("Als ich Ludendorffs Frau War," Drei Masken Verlag, Munich).

The new prominence of women in politics and the reticence hitherto shown by German ladies of the old regime to publish letters and diaries on the English model would make the book outstanding, even if General Ludendorff himself had not issued a public protest against its appearance. But the world in general, its eyes on the feminist movement, will gain more insight into the psychology of the German woman from these pages than the volumes of professorial analysis of "Das Weib" which fill the German booksellers' windows.

Here is the military lady speaking, own sister to those dignified, slightly embittered, and more than pathetic figures who still run exclusive clubs and refuse to mingle with international women's movement in Berlin.

She is speaking, too, with extraordinary restraint, as she sets the terrible example for other wives to write about their husbands after a long and certainly once happy marriage has ended.

The world's women will rise in sympathy with the writer of "When I was Ludendorff's Wife" on one point. She was helpful and sympathetic to her husband in his various political escapades after the War as long as she believed in them herself. Her part was always passive; she forwarded packets of documents and letters to Ludendorff, in temporary hiding. She did not discover till long afterwards that those handed her by a "stately woman, dressed in deep mourning," purporting to come from a certain politician, were not political at all. Hence this book is understandable and, to most women, excusable.

A Die-Hard's Desperation. Much light is thrown on the Kapp and the Hitler dispatches, and a confidential Erzberger appears, in a drawing-room, telling his plan to convey Lenin and Trotsky in sealed railway carriages to create a Russian revolution. Later Frau Ludendorff states that her husband offered his services to Crown Prince Rupprecht of Bavaria to establish a new Catholic monarchy, and shows at the same time that this was done out of disappointment with the Hohenzollerns.

The ex-Crown Prince Wilhelm, when at Wieringen, disapproved of Ludendorff's colouring his official reports from the Front too optimistically. Ludendorff, who thought that this had to be done to keep up public enthusiasm, took the reproof bitterly to heart. The name of the Crown Prince was never mentioned in his house again. One learns not only how Ludendorff refused Erzberger's friendly overtures, but that he expected General von Seeckt, with the Reichswehr from Berlin, to march on Munich and help him restore the German monarchy. It would appear from this book that only wives are in a position to gauge the measure of their husbands' confidence in the wrong people and distrust of the right, of their real secret hopes and terrible private disappointments.

One of the bitterest moments in a long list of such disappointments was Hindenburg's unexpected letter of refusal countermarching his acceptance of an invitation in 1925. Ludendorff, furious then, had already expressed the view more than once that he would have done better during the last period of the War to have established a dictatorship and taken over supreme military command. "The biggest stupidity of the revolution was that the revolutionaries were not all killed off. If ever I come into power there'll be no pardon. With the greatest of satisfaction I could have watched Ebert, Scheidemann, and the rest of them hang."

Ludendorff at Home

The personal impression left of General Ludendorff is that of a kind and loving husband, rendered incomprehensible and strange to his friends by the disappointments dealt out by the hand of destiny. German love letters, always beautiful, have not changed; even those from the Front have the same affectionate note. The wife in retrospect recalls with enthusiasm the days when national enthusiasm was at its height, and the dejection of the days when she in particular as wife of the best-hated man in Germany had to hide herself in an obscure corner of Berlin for safety's sake.

But before that we are given a glimpse of the German ladies in 1914, 1915, and 1916, gathered together for company's sake in a Berlin West End pension kept by one of their own kind. All are feverish with tension, hopes and fears. Once news of the unrestricted submarine edict against England had

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just come in. Berlin was deep in snow. There were too few able-bodied men about to sweep the streets of the piled masses. The landlady fixed a notice on the board: "If anybody wishes to demonstrate their joy in the submarine war they might like to show it by sweeping the snow." Out went the generals' wives in the twilight, no longer young, no longer particularly strong. With the temperature several degrees below zero, they scraped a Berlin street clean. They were rewarded with "a bowl of steaming punch and cakes."

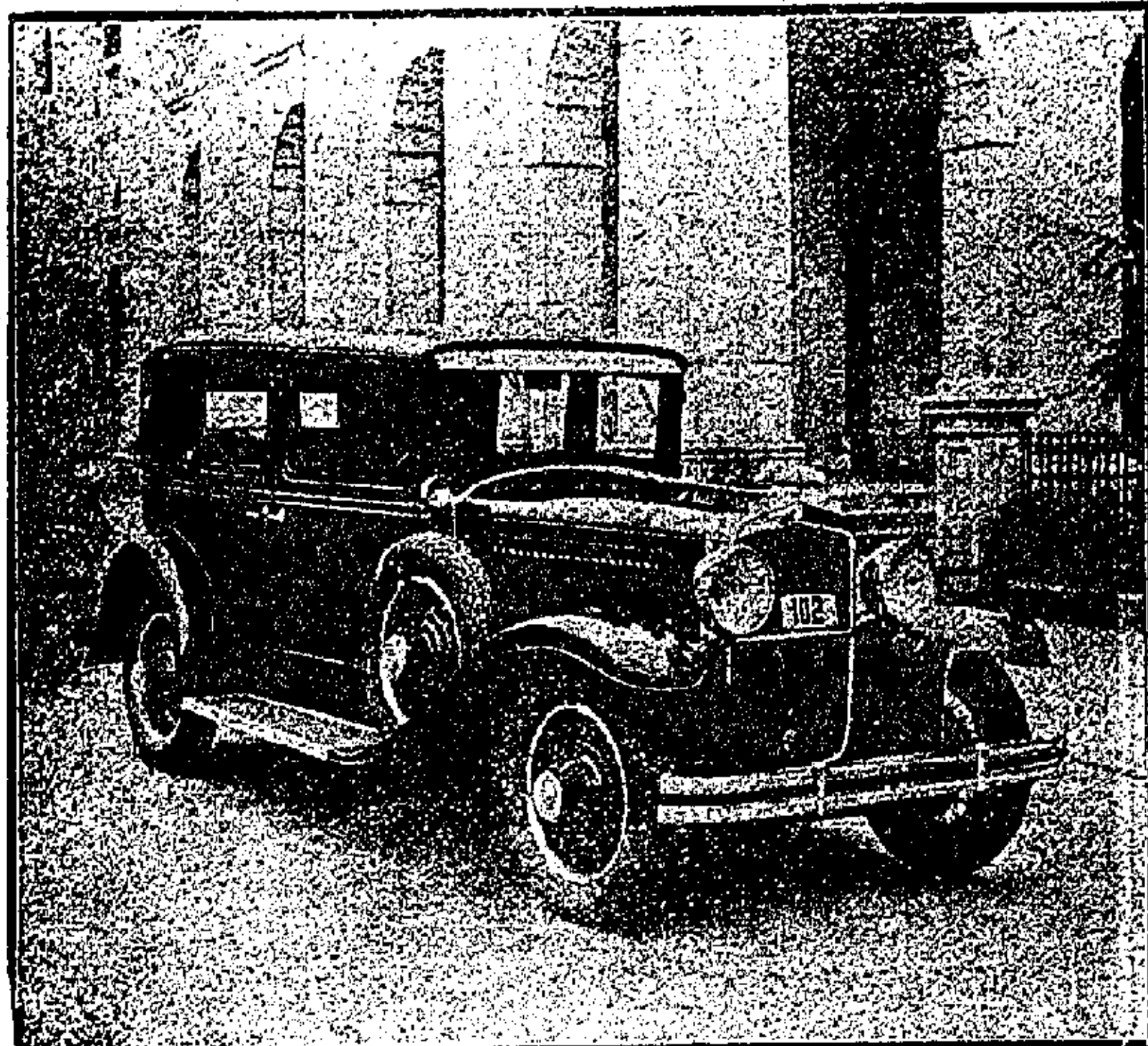
England is treated for the most part objectively. The skill of the English in their dealings with men and matters outside their country is praised. There is more than one delightful anecdote. A new German Governor in one of the African possessions on his way to the chief asks an Englishman whether he

ought to address the head of the tribe as "Majesty" or "Highness." "I always address him as 'Dirty Pig,'" said the Englishman drily, "and he appears extremely satisfied." And there is the very good story of another German's fatal mistake when he reviewed his local chiefs in war paint, and complained afterwards that he did not like the attitude of the females of the tribe—sitting on the ground and taking no notice. He nearly caused a revolution, since the warriors were furious at his having noticed such inferior beings at all. In their eyes the ladies were simply not present.

OLD TAYLOR
AGED BY TIME

THE MOTORISTS' PAGE

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WHIPPET SIX

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Although the new Whippet Six has the same bore and stroke and the same basic design as its speedy predecessor, these models develop seven horsepower more on a brake test and will travel considerably faster. In accelerating and hill-climbing, too, the Whippet Six cars outdo their predecessors. Numerous improvements have contributed to the better performance. The Superior Whippet Six motor has a compression ratio of 5-1/8 to 1 as compared with 4-1/2 to 1 heretofore used. The brake horsepower is 50 at 3,000 R.P.M., as compared with 43 horsepower in the previous models at 2,800 R.P.M. The improved high-compression engine has a seven-bearing crankshaft and an extremely efficient force feed oiling system which keeps all necessary surfaces properly lubricated at all times.

Largely because of the higher compression ratio in the new engines, the Whippet Six shows a highly satisfactory economy. Further contributing to higher maximum speed and greater flexibility for driving in traffic are changes in the rear-axle gear ratio from 4.89 to 1 last year to 4.55 to 1 in the present models.

Comparison of the specifications make it apparent that the Willys-Overland engineering staff has amply provided throughout the car for the stresses and strains and the wear and tear imposed by use of high car speeds. The frame is heavier and is strengthened by five cross-members. The propeller shaft is now 2 inches in diameter instead of 1-3/4. Front springs are 2 inches longer and rear springs are 1-1/4 inches longer. The total braking area is 200-1/4 square inches.

The "Finger-Tip Control" has contributed materially to higher road speeds in night driving. Because the operator is enabled to tilt the bright rays of his headlights upward or downward without dimming and without shifting his customary driving position, he is enabled to maintain a smooth, even pace in passing on-coming cars.

1,000,000 FORDS

A REMARKABLE
TRIBUTE

In 14 months time, the 1,000,000th Ford car of the new dynasty has gone into active commission, writes Maurice Sampson in the June number of "The Autocar" in which he not only gives some remarkable figures but also writes an interesting account of the upbringing of the "A young lady of note," as he puts it.

What this means in the way of terrific effort, the article continues, of infinite pains, and in marvellous organization is best shown by the bald statement that it took seven years to reach an equal output of the old "Lizzie."

When one comes to think of it, the total withdrawal from circulation of all Ford stories and jokes in face of the birth of Model A is one of the most remarkable tributes to the complete thoroughness with which this new Elizabeth was set on her throne.

As the daily output (at Trafford Park) is approximately 170 at the present time, and as 480 minutes compose a working day, it has taken such car approximately 2.8 minutes to become complete from start to finish.

When Edsel Ford, son of the head of the firm, cut the first sod of the new factory at Dagenham, he intimated that the Trafford Park plant would some day be used for making spares. Fancy a factory employing about 4,000 hands being looked upon as a suitable plant for the output of spares!

Thus Henry Ford still remains, and is likely to for some considerable time, "the" dominant figure in the automotive world. When he first started making automobiles, he must have thought the Biggest Think ever. Think!

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LOOKING AHEAD

GROWTH OF MOTORING
PHENOMENAL

Looking ahead, Walter P. Chrysler visions prosperity for America and improvement as a trend for almost all other countries. In a message to the American press, Mr. Chrysler said:

"Good times should be experienced not only by the great majority of our own people but by those of almost every other country in the world which is at peace. War is the enemy of prosperity. Nations which turn to the sword and machine gun are bound to suffer."

The present rate of prosperity, which would have been considered abnormal only a few years ago, is in thorough keeping with the modern speed with which we do things—a speed to which the automobile has contributed mightily.

Generally speaking, business is excellent and will be better in most lines. Manufacturers, wholesalers and retailers are not unduly over-extended in credit. Industry is not suffering from the over-production which has sometimes characterized it in the past. I can see nothing but good signs along the road of business for the present year.

Our automobile industry will achieve another production and sales record. I believe the figure will be approximately 4,750,000 cars by the end of next December. I believe the United States and Canada will export, during the year, approximately a million automobiles thus realising an ambition that has dominated our manufacturers for some time.

Economic Value
People all over the world are turning to the automobile. Its economic and utilitarian value has been firmly established. Both overseas and American manufacturers are now supplying comfortable, efficient and economical machines within the financial reach of increasing numbers of persons in all countries. The fact that we exported \$425,000,000 worth of automotive products in 1928 has contributed not only to the prosperity and the new production and sales record just made by the automobile industry, but has had a tremendous influence in popularising all types of motor cars abroad, foreign as well as American.

Other Governments are beginning to take intelligent notice of the growth of motoring among their peoples. They are encouraging this factor of prosperity and civilisation by creating new highways and by many other means, as well.

During the next decade vast territories in South America, Africa, Australia, Asia and elsewhere will be developed to a higher state of agricultural and industrial activity. I believe notable progress will be witnessed in this direction largely through the importation of motor cars and the creation of new highways through jungles, plains and deserts.

MAGIC WADDING

A REAL LABOUR-SAVER
FOR CARS

Cleaning the bright parts of the car is a task which few owners really relish, though the advent of chromium plating is doing much to save labour in this respect. It is particularly gratifying to discover a preparation which renders easier the polishing of ordinary nickel and brass. Such, very definitely, is Duraglit, a product known as Magic Wadding. It consists of wadding saturated with a special liquid, a small portion being torn off for the job in hand. This is rubbed lightly over the parts to be polished, and then finally a clean, dry cloth is used. The material possesses the advantage of not spilling over other parts of the car where it is not wanted, as often happens with a liquid. Then the same piece of wadding can be used several times.

Further, waste is prevented, since no more of it need be used than is required at the moment, and no deposit is left in the nooks and crannies found on every car. Duraglit can be used efficaciously on glass and on celluloid side screens, as well as on wood and paintwork. It has been actually tried on a radiator and on various small bright parts, none of which had been cleaned for several weeks. With the very minimum of labour an excellent result was produced in every case.

CAR DESIGN

SOME DISADVANTAGES
POINTED OUT

Apparently no advantage is without its disadvantage in motor car design. Now everyone knows that these narrow, deep radiators are snappy in appearance and have contributed immeasurably to the frontal view of the car. That's their advantage. The disadvantage, from the engine's point of view, is that their rectangular shape prevents them from being swept completely by a circular fan. The ideal radiator, incidentally, would be round, but it would not be handsome, according to present tastes, so our radiators are not ideal but smart.

Cradling the engine in rubber is another advantage that seems to have its deficiencies, but in some designs it makes for instability in the front of the car by removing the possibility of using the crankcase as a cross member. But then, if the advantage outweighs the disadvantage, that is all one could reasonably ask.

GOOD INNER TUBES

Not all motorists realise the importance of using only good-conditioned tubes in their covers. The length of life of a tube can only be ascertained by the tube being run until it dies, and it will probably die on the road, causing considerable inconvenience and possibly expense—through damage to a cover. The appearance of a cover will show when it is nearing the end of its life, but the tube is hidden, and its condition cannot be gauged unless the cover is removed. The trouble or expense involved in removal of a cover for the inspection is as nothing compared with the inconvenience caused by the death of an old tube on the road. It is false economy to use very old tubes when fitting new covers. The life of a tube depends considerably on its quality and construction, and naturally longer life and less trouble may be anticipated when high-grade tubes are used.



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including the 24 hours' average
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Record Beaten of 138 Km.

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1st

THE 500 c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Monthery Track)

Won two years in succession 1927, 1928.

average speed 150 Km.

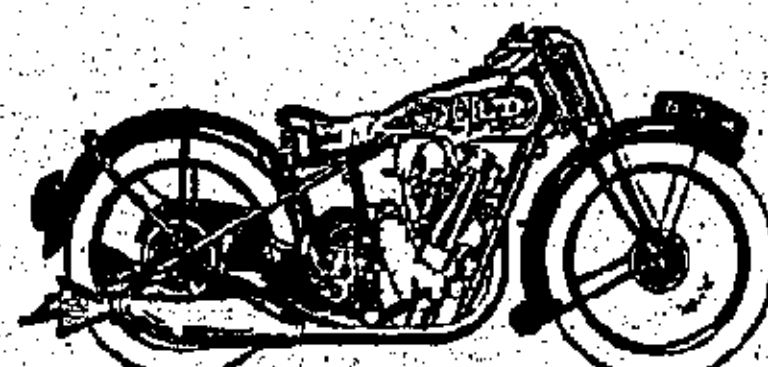
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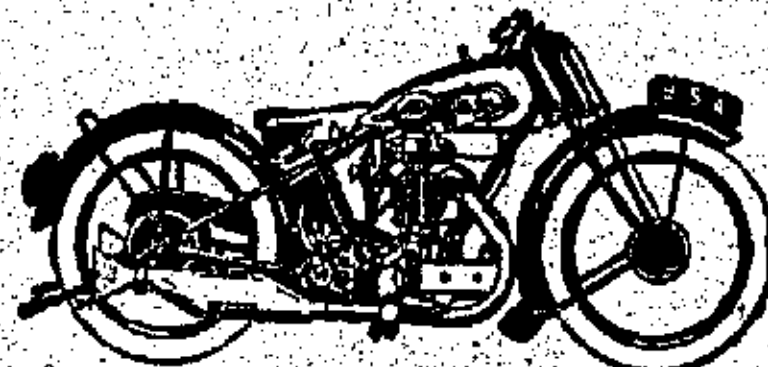
46, Nathan Road, Kowloon.

B.S.A.

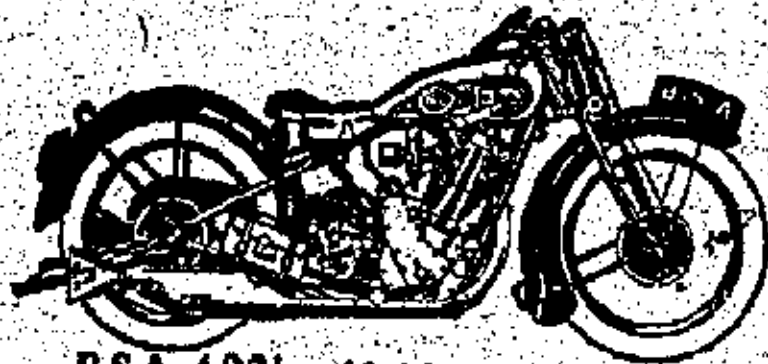
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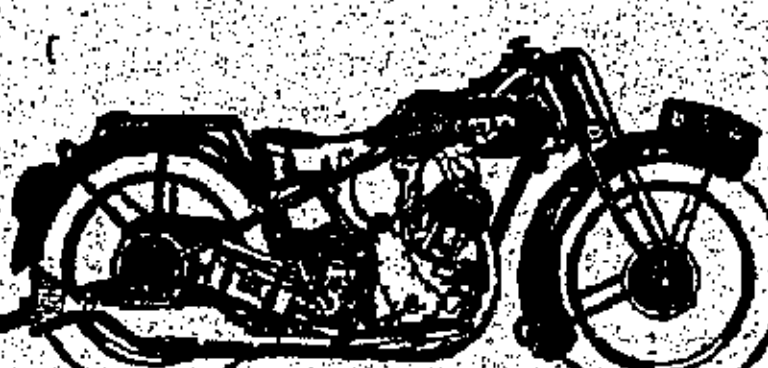
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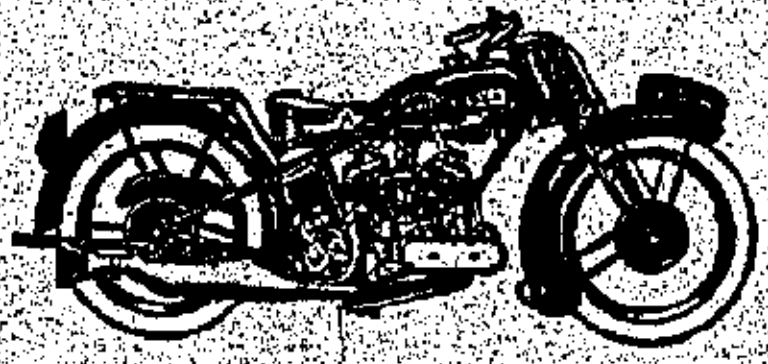
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B.S.A. SPEED will give you a feeling of road supremacy. B.S.A. SILENCE eliminates the disagreeable noise while riding. B.S.A. SAFETY is ensured on all roads and at all speeds by means of rock-steady steering, perfect stability and really efficient brakes.

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All these B.S.A. features will combine to make your Summer and all your holidays the most enjoyable and economical.

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Salle—and Dozens of
Others.



It will Pay you
To Fit

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HONG KONG HOTEL GARAGE.
SOLE DISTRIBUTORS
FOR SOUTH CHINA.

THE AUTOMOBILE THE FATHER OF PROSPERITY

[By Alfred Reeves, General Man-
ager of the National Automobile
Chamber of Commerce.]

From what was termed a luxury industry twenty-five years ago, the rapid development of highway transportation has pushed the saturation point farther away until the automobile industry is now rated first, with a production in 1928 of 4,600,000 cars, trucks and buses, valued in excess of \$3,500,000,000 and acknowledged to be one of the keystones of our present American prosperity.

No longer do we hear dissertations by learned men about the incomes of people and their ability to own motor vehicles.

Rather do these economists hasten to admit that the added efficiency, the broad education and the health-giving advantages of the motor car are such that one can no more afford to be without it than he can afford to be without a telephone—and in this connection, it is worth noting that we now have more motor vehicles than telephones—23,000,000 as against 18,750,000—and every time a telephone bell rings some motor car travels six miles!

All this is because the latest form of transportation supplies an independent form of travel which the American and, we believe, the people of other countries will continue to use at an increasing rate. The motor car is one of the few articles that everybody wants, which undoubtedly accounts for the 20,200,000 passenger cars and 3,000,000 trucks and buses registered in the United States—or 78 per cent. of all the motor vehicles in the world.

There was little or no improvement in transportation from the Year One until Fulton invented his steam boat.

Transportation then improved rapidly but in the form of larger units—bigger boats and longer trains.

The motor vehicle went the other

way in supplying individual transportation without the necessity for time tables.

This extraordinary development has given work to many people and distributed money through many channels.

It has increased the efficiency of the doctor, the business man and even the housewife.

Trucks have lowered the transportation cost of commodities to the point where they have been outstanding contributors to the general wealth of the country.

The old cry that the motor vehicle was uneconomic and withheld money from home-building, from insurance and from general investments, has received a substantial setback, because coincident with record of motor car sales we have the biggest savings accounts, record investments in stocks and bonds, an unparalleled increase in insurance and the building of more and better homes than ever before in history.

Of more than ordinary interest is the fact that this great industry has been erected on the highest wage scale ever known and with a constant lowering of the prices for the consumer of the product.

The introduction of more and better machines has never been questioned by the workers, as happened in the old days when workers fought the new machinery for fear it would decrease the number of jobs. Leaders of the motor industry take pride in the fact that motor cars are being sold at less than pre-war prices and that practically every buyer makes his purchase in the firm belief that he is receiving full value for his money.

We find motor vehicles giving record freight returns to the railroads and adding materially to the increased business in repair parts, tires, servicing, labour, gasoline, lubricating oils; garage structures and garaging; salaries of chauffeurs and truck drivers; insurance, registration and taxes, and road and street construction with their maintenance.

Before stating the very large part which the automobile has played in the prosperity of the past ten years, and its policies for the future, let us first be clear-minded enough to indicate some of the additional forces which have brought this about. The motor's part can hardly be disputed. But there have been other elements in the situation.

Restriction of immigration has had a lot to do with it because it has kept the purchasing power of the worker on a high plane, and no less an authority than Eugene Grace of Bethlehem Steel recently expressed the view that this was very important for prosperity. Prohibition has reduced the amount of drinking and has meant that man power in the factories is far more efficient than it was in the pre-prohibition days. I am aware that this is a controversial subject and I do not wish to get into the arguments of the merits or demerits of the proposition as a whole, but industrialists are pretty generally agreed that, as far as plant operations are concerned and the prosperity of workers' families, the improvement from this cause has been very considerable.

Credit has also been given to Calvin Coolidge for the prosperity of the era, and properly so. Mr. Coolidge was of course favoured by all these other circumstances, but his temperament and policies in the White House encouraged business in the feeling that it could proceed safely along progressive lines without disturbance from government.

Where The Automobile Fits In But when all these factors have been realized, we then come to these questions:

What provided the employment for men thrown out of work by machine improvement?

What instrumentality made it possible to utilize vast new areas of land for suburban homes?

What industry provided a market for the surplus of raw materials which existed during the early part of the last decade?

What instrument created an enormous tourist business by which an annual re-discovery of America is made by the summer vacationist? The automobile is, to be sure, the answer to these questions, but let us not rest with the feeling that when we have said that we have told the whole story. The leaders in the industry are familiar with these points and realize their validity, but it is important for all of us in the business to consider the facts behind these opinions which we hold, so that we may present them for the consideration of bankers, economists and others who are interested in the present standing and in the future of the motor industry.

Keeping Up Velocity Of Currency. W. Truitt Foster and Waddell Catchings have made a very thorough analysis of the effect of the automobile on prosperity in general, especially with regard to providing new jobs and taking up the slackened employment which occurs in various industries when productive efficiency is improved.

In considering prosperity and the automobile, it is important to look at the key thoughts of the Foster-Catchings theory. We can simplify the picture somewhat by taking a

small town. If "the factory" in that town is active, one thousand workers are employed. One thousand families buy bread, clothing, furniture and fuel. At least one merchant in each line is kept busy, and these merchants are passing on orders to the suppliers of bread, clothing furniture and fuel, thereby keeping the makers of those products busy. The merchants have prospered, the makers of bread have prospered, and, in turn, these makers are customers, to some extent, for the original factory in the small town, whether it is producing automobiles, clothes pins, or cheese crackers. In other words, once money is used to keep the wheels of one industry going, the healthy effect is registered all along the line.

On the other hand, if "the factory" closes down in our small town, a thousand men are thrown out of work, a thousand families buy as little as possible of bread, clothing, furniture and fuel. The merchants in these products feel the pinch of hard times. They send in fewer orders for supplies. No body can afford to buy more cheese crackers, and there is no immediate prospect of the local factory's starting up again.

That kind of slipping is likely to come upon an industrial community every seven years or so in the opinion of Messrs. Foster and Catchings, unless some new industry or some super-spurt in old industry occurs to keep the wheels moving in the positive rather than the negative direction.

The Growth of the Automobile The enormous growth of the automobile made possible by its time-saving facility, and by the willingness of people to work harder and more efficiently in order to have this facility, has accordingly been the economic saving of the community during the past ten years. Look, for example, at the table of motor vehicles sold and the wholesale value of these from 1918 to the present day.

Year	Number of Cars Sold	Wholesale Value
1918	1,170,686	\$1,236,106,917
1919	1,933,595	1,885,112,546
1920	2,227,349	2,232,420,873
1921	1,682,365	1,261,666,550
1922	2,690,627	1,793,022,708
1923	4,167,455	2,592,033,428
1924	3,733,492	2,367,413,015
1925	4,427,660	3,015,163,562
1926	4,503,531	3,214,817,491
1927	4,573,671	2,700,705,755
1928	4,600,000	3,500,000,000

There have been a vast volume of currency and great growth and employment brought about by the rise of a new industry. The cry that went up when this phenomenon first took place was simply taking money away from other businesses. This has not been the case, in the main. There have been certain industries which have held their prices at wartime levels or nearly so. Such industries have not had their relative share of growth and would not under any circumstances.

The motor car and the motor bus did replace certain types of railway transportation business but have added to the railroad trade in enormous freight shipments and in acting as feeders in short haul motor routes to the main lines.

The layman is inclined to ask where all this wealth came from, and if it was not taken from someone else. The answer is that it came from the growth of prosperity which an active industry creates, and from the time-saving value of the motor vehicle. In all sections of the country suburban communities have been increasing. This means that land which formerly had little value has been put into use for home sites. This development has come because of the automobile and indicates one form of wealth that has enhanced due to improved transportation.

Growth in Savings There are various forms of savings which have increased concurrently with the motor age. Insofar as the automobile industry has contributed to general business, it can be said to have had an influence in this increase. Undoubtedly, such influence has been very direct in the growth of the building and loan association totals which represent gains in suburban life. A tabulation of these savings during recent years is as follows:

Year	Savings	Loans
1918	\$3,543,345,000	\$1,248,479,139
1917	10,875,002,000	1,769,142,175
1921	16,500,663,000	2,850,764,621
1926	24,696,192,000	6,334,108,807
1927	26,090,902,000	7,000,000,100
1928 (Est.)	27,300,000,000	7,800,000,000

Year	Life Insurance	U.S. Motor Vehicle Output
1918	\$20,520,898,372	\$443,902,000
1917	27,116,690,770	1,274,488,449
1921	45,983,400,338	1,201,371,847
1926	79,644,487,109	3,041,127,189
1927	87,400,000,000	2,533,136,611
1928 (Est.)	95,000,000,000	3,400,000,000

Effect on Other Industries In addition to the general increases in prosperity which have come about are the specific gains which have come to various industries from which the automobile business makes purchases. The

motor vehicle, for example, buys 14 per cent. of the finished rolled steel output; 63 per cent. of the plate glass production; 26 per cent. of the aluminium production; and 21 per cent. of the U.S. consumption of nickel.

A Fourteen Billion Dollar Outlay There is also a vast outlay of money, estimated at 14 billion dollars in the business of motor transportation. The following table was originally worked out by the U.S. Bureau of Public Roads, and has been brought up to date by estimates of the National Automobile Chamber of Commerce. The table of estimated motor transportation expenditures is as follows:

Motor vehicles for new owners and replacements	\$3,830,000,000
Repair parts (including tires)	2,000,000,000
Servicing labour	900,000,000
Gasoline and lubricating oil (including gas tax)	2,370,000,000
Garaging of cars and trucks in cities	115,000,000
Truck drivers' salaries	1,500,000,000
Chauffeurs' salaries	750,000,000
Insurance	490,000,000
Registration fees and taxes	445,000,000
Total	\$12,400,000,000
Road and street construction and maintenance	1,600,000,000
Total annual motor transportation costs	\$14,000,000,000

With this statistical evidence in hand it seems clear that the automobile industry has added to employment, stimulated savings, increased suburban life, aided col- lateral industries and created the huge business of highway transportation.

Gains Will Continue But this still leaves undecided the question of whether we can expect a similar degree of prosperity in the coming ten years. Now that general employment and living conditions have been geared up to the standards of the motor age, the same problem will present itself again as improvements in production methods are made all along the line, resulting in the output of a greater supply of goods requiring a lesser supply of manpower.

Some have called such a condition "over-production." Others call it "under-consumption." "Under-consumption," however, is simply a pleasant-sounding word for "unemployment." The wants of the public are virtually limitless, the only question is the ability to purchase. When employment is active the ability is there.

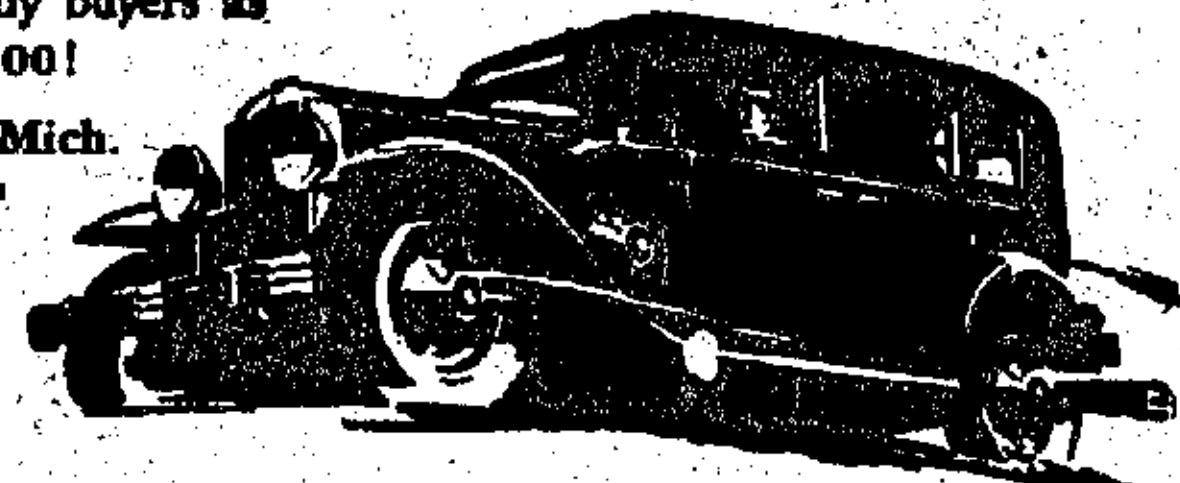
Let us face the fact that there must be constant increases in this

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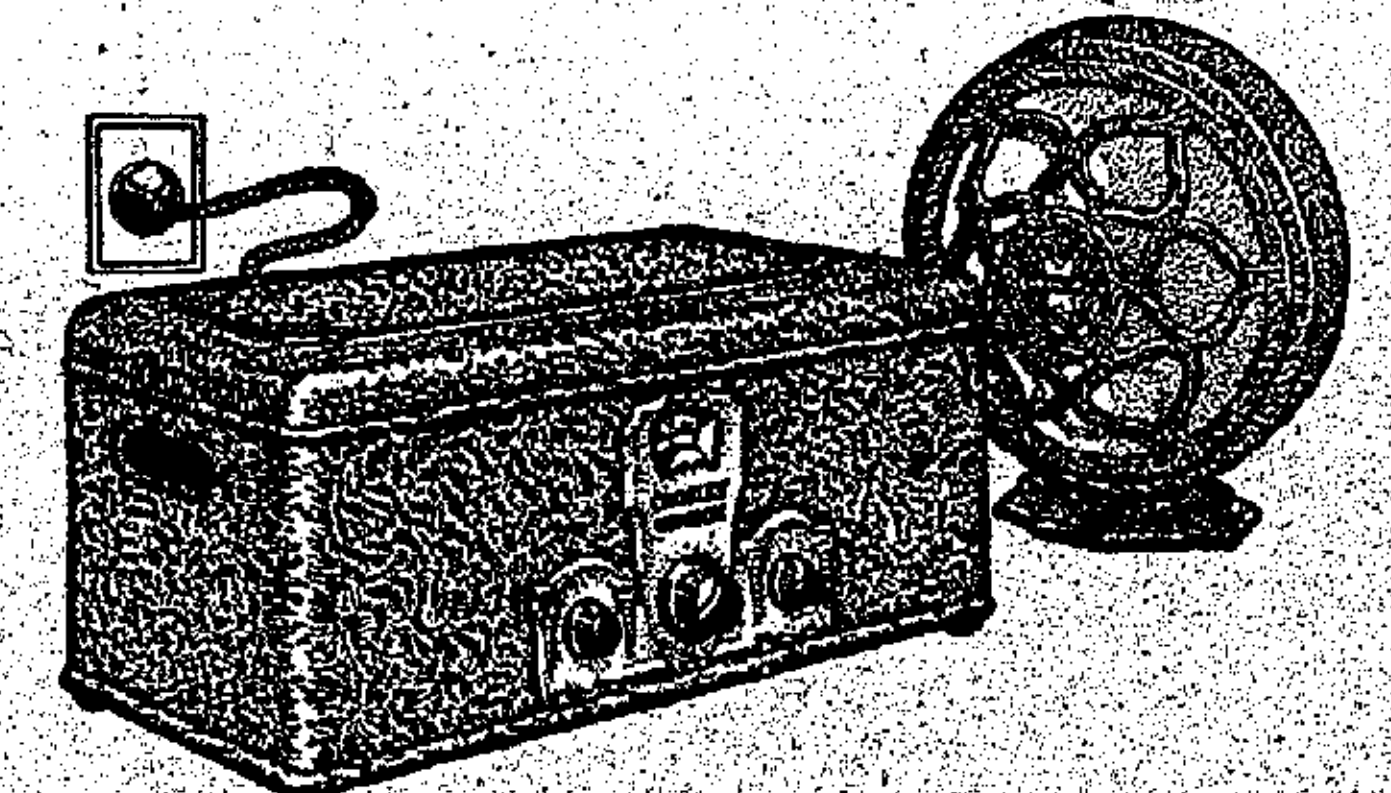
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ARISTOCRAT OF CARS

MR. EU TONG-SEN'S NEW PURCHASE

Says the "Singapore Free Press":
—A conspicuously elegant addition to Singapore's thousands of motor cars will be seen in the course of next week in the form of the latest 40/60 h.p. Phantom model Rolls-Royce, which has just been purchased by Mr. Eu Tong-sen, through Malayan Motors, of which he is a director. The distinguished looking body, specially built by Vandem Plas is the outstanding feature of this latest addition to the comparatively small fleet of Rolls-Royce cars in Singapore. It is a seven seater saloon body with very fine interior lighting, a new feature being the step-lights which light upon the opening of either of the rear doors. In the body are some of the finest panels that have been beaten for use in car bodies, the roof and the back being constructed in one piece. Curiosity as to the cost of such an aristocrat of the road is natural, and we understand that a car of this type can be purchased for a sum in the neighbourhood of \$27,000.

The conspicuously painted primrose coloured Rolls will not be seen on the streets immediately, for it is to be exhibited in the Orchard Road showrooms of Malayan Motors for a few days next week, and will be seen to best advantage beneath the strong lighting of the showroom at night.

Paris Show Applications for space at the forthcoming Paris Motor Show are already far in excess of the area available.

VAUXHALL

LANE, CRAWFORD, LTD.

Automobile Dept. C.B.192.

business or other businesses to keep employment at a peak. We must bear in mind too that employment means not simply the factory end but everybody all along the line through executive positions, because when there is unemployment out in the plant the paralysis does not take long to creep backward into the executive rooms.

It is clear, however, that the outlook is highly encouraging. The radio, the talking pictures, and the airplane are three new industries which are going to help to keep industry stimulated. But in addition to this, I think that we want to get out of our heads any idea that the automobile industry is anywhere near its top level.

The growth of public interest in the two-car family had led to a virtual doubling of the motor possibilities in this country.

Our replacement market is now in excess of three million cars and trucks.

Our foreign trade has passed the 650,000 level of 1927 and final figures for this year may indicate 800,000 and the countries of the world will soon be calling upon American producers for more than one million motor vehicles annually.

With the growth of the domestic market and the large fields abroad, the automobile business will continue to be a constant stimulator of American prosperity.

CYCLING

SOUTHALL WINS 100 MILES RACE AT HERNE HILL

F. W. Southall, of the Norwood Paragon C.C., won the 100 miles tandem-paced race at the Marlboro A.C. meeting at Herne Hill on June 22, his time being 3 hr. 31 min. 0.1-6 sec. In doing so he beat his own record of 3 hr. 33 min. 22.1-6 sec., established last year, and also his records from 51 miles to 100.

Southall beat F. H. Wyld (Derby) by 7 1/4 laps, the latter's time being 3 hr. 36 min. 13.2-6 sec. with J. E. Holdsworth (Kentish Whoppers) third in 3 hr. 45 min. 45.4-6 sec.

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"ACHILLES" 20th Aug. M'Isle, L'don R'dam & H'burg.
"ANTENOR" 4th Sept. M'Isle, L'don, R'dam, & Glasgow
"PHILOTTETES" 17th Sept. M'Isle, L'don, R'dam, & H'burg.
(Calls at Constantinople)

LIVERPOOL SERVICE.

"AGAPENOR" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow
"PROTESILAUS" 14th Sept. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDAROS" 24th Aug. Victoria, Vancouver & Seattle
"TEUCER" 12th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"PYRRHUS" 30th Sept. New York, Boston & Baltimore

INWARD SERVICE.

"EURYLOCHUS" Due 9th Aug. For Shanghai, Kobe & Yokohama
"MENELAUS" Due 13th Aug. For Shanghai, Kobe & Yokohama
"PYRRHUS" Due 16th Aug. For Shanghai, Kobe & Yokohama

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"ANTENOR" 4th Sept. Singapore, Malacca & Penang
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POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong (V.P.S.) station to-day:—Dalgoma, Van Heutsz, Kong Ning, Yuan Hu, Patroclus, Kilnsea, Kalgan, Paul Doumer, Taiyo Maru, Banting, Noluter, Alaska Maru, Hongkong, Transbalt, Fernbank, Mandan Maru, Shunsho Maru, Standard Arrow, Chenoncaux, Empress of Russia, Fushimi Maru.

INWARD MAILS.

From	Per
Shanghai and Amoy	THURSDAY, AUGUST 8.
Europe via Negapatam (Letters only), London, 11th July	FRIDAY, AUGUST 9.
Japan and Shanghai	SATURDAY, AUGUST 10.
Shanghai and Swatow	SATURDAY, AUGUST 10.
Europe via Negapatam (Papers only), London, 11th July	PIAVE
U.S.A. (San Francisco, 12th July), Honolulu, Japan and Shanghai	PRESIDENT WILSON
Manila	MONDAY, AUGUST 12.
Canada (Victoria, B.C., 25th July), U.S.A., Japan and Shanghai	PRESIDENT LINCOLN
U.S.A. (San Francisco, 19th July), Honolulu, Japan and Shanghai	EMPEROR OF RUSSIA
	PRESIDENT CLEVELAND

OUTWARD MAILS.

For	Per
Amoy	THURSDAY, AUGUST 8.
Sam Shui and Wuchow	FRIDAY, AUGUST 9.
Bangkok	SATURDAY, AUGUST 10.
Straits	SATURDAY, AUGUST 10.
Saigon	SATURDAY, AUGUST 10.
Haiphong	SATURDAY, AUGUST 10.
Amoy	FRIDAY, AUGUST 9.
Straits, Mombasa, L. Marques & South Africa	FRIDAY, AUGUST 9.
Swatow, Amoy and Foochow	FRIDAY, AUGUST 9.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	FRIDAY, AUGUST 9.
K.P.O.	FRIDAY, AUGUST 9.
Registration Aug. 9, 4.30 p.m.	Registration Aug. 10, 8.45 a.m.
Letters Aug. 10, 9 a.m.	Letters Aug. 10, 9.30 a.m.
Sam Shui and Wuchow	Letters Aug. 10, 4.30 p.m.
Australia (except places north of Brisbane) and New Zealand via Singapore and Brisbane	Letters Aug. 10, 4.30 p.m.
Manila	FRIDAY, AUGUST 9.
Amoy	FRIDAY, AUGUST 9.
Holchow, Pakhoi and Haiphong	FRIDAY, AUGUST 9.
Bangkok via Swatow	FRIDAY, AUGUST 9.
Swatow, Amoy and Formosa	FRIDAY, AUGUST 9.
Straits and Calcutta	FRIDAY, AUGUST 9.

*Subscribed correspondence only.

SIR P. LORAIN'S NEW POST GOING TO CAIRO

WAS AT PEKING LEGATION IN 1911

THE PROPOSED TREATY

London, Yesterday.
It is officially stated that Sir Percy Loraine has been appointed High Commissioner for Egypt—Reuter.
[Sir Percy Loraine, who was born in 1880 and succeeded his father as 12th Baronet in 1917, has been Minister at Athens since 1926. Sir Percy was attaché at Constantinople, 1904; 3rd Secretary, Tiberias, 1907; 2nd Secretary, Rome, 1909; Peking, 1911; Paris, 1912-16; 1st Secretary, Madrid, 1916; Secretariat of the Peace Conference, Paris, 1919; 1st Secretary, Warsaw, Oct. 1919; British Minister to Persia, 1921-25; Assistant to Sir George Clerk on the Special Mission to Budapest as Special Delegate of Supreme Council, Oct.-Dec. 1919; served S. African War, 1901-2 (medal with five clasps). He is an hon. lieut. in the Army.]

Comment on Proposed Treaty

London, Yesterday.
A mixed reception has been given the publication of the proposals for an Anglo-Egyptian Agreement. Labour's organ, the "Daily Herald," emphasises the fact that they are offered to the Egyptian people, "not to a Government." It declares that the way has been opened for an honourable settlement.

The "Daily News" considers them the best effort yet made liberally to liquidate a most difficult situation; whilst the "Daily Chronicle," the other Liberal paper, also the "Times" insist upon a most careful examination of the proposals from the aspect of Imperial defence. Conservative organs generally heartily damn the proposals.

The "Morning Post" suggests that the proposals are ill-calculated for the peace of Egypt, and the safety of the Empire.

The "Daily Express" is "amazed and astonished" and asks how Britain can discharge her responsibilities in the Sudan "when our influence in Egypt is whittled down to next to nothing."

The "Daily Telegraph" hopes the proposals will be "condemned by Parliament as emphatically as the conduct of those presenting them. It refers to a "sweeping and dangerous surrender of principles" and thinks that Mr. Henderson's statement as to "no change of policy" is not what those words mean in the mouth of a plain man.

Further, it declares that by the "immense and disastrous concession" in point six, there is surrendered one of four reserved points. Point one follows naturally, and "completes a picture of insecurity, for the contemplation of Washington and Rome."—Reuter.

At the Provisional Court, Shanghai, Li Shu-vaung was charged with representing himself to be a plain clothes police officer in the employment of the S.M.P. attached to the Yangtze Police Station, thereby attempting to obtain money from various shops saying that they were under some obligation to the police. He was given seven months' jail.

CANTON ITEMS

MORE ABOUT THE ATTEMPT ON ACTOR'S LIFE

MA SHEE-TSANG'S ESCAPE

Canton, Yesterday.
A sensation was caused at midnight last night, when the well-known Chinese actor, Ma Shee-tsang, was coming out after the performance at the Hoichu Theatre, which is situated on the Bund. He was on the point of getting into his motor-car when some unknown person threw a large bomb at him, which exploded with tremendous force.

When the explosion was over, Ma was seen lying on the pavement with wounds in his leg and, immediately, another person threw a hand grenade at him, which did not touch him.

Owing to the large crowd at the time, it was impossible to see who threw the bomb, nor was it possible in the excitement after the explosion to see the man who threw the hand grenade.

The crowd immediately scattered, leaving those who were wounded on the ground.

After the arrival of the Police it

	Degrees
Temperature, 10 a.m., to-day	79
Temperature, 4 p.m., yesterday	84
Humidity, 10 a.m., to-day	95
Humidity, 4 p.m., yesterday	80

was found that five persons and a richa coolie were more or less badly wounded.

Private Grudge

The Red Cross units were first to be notified and these rushed to the scene to treat the wounded, who were afterwards despatched to the city hospitals.

Ma, apparently, was not very severely wounded, for he was taken to a restaurant near at hand and afterwards was conveyed in his car to a hospital.

The excitement at the time was indescribable. The Bureau of Public Safety and the Defence Commissioner both sent detachments of troops to guard the Bund and for some time suspended all traffic.

It is learned that the probable cause of the assassination was due to a private grudge against the actor, who had been warned, so it was reported, to be on his guard. So far, the Police have not been able to trace or arrest the guilty persons, as these escaped in the crowd.

General's Visit

General Li Ming-shui, specially-appointed member of the Disbandment Commission of Kwangsi, arrived yesterday from Kwangsi, via Hong Kong. General Li called on the Chairman, General Chan Ming-shu, with whom he was closeted for some time discussing the affairs of Kwangsi.

Girls' Suicide

Two schoolgirls yesterday afternoon took a sampan from the city and went on to the Bathing Club at Tungshan. Arriving there about 4 p.m., they got the boat to row about for a short time and then directed

DEVELOPING AIR TRANSPORT

AN AGREEMENT

FRANCE AND GREAT BRITAIN TO CO-OPERATE

OVER WIDE AREA

London, Yesterday.
The meetings of the British and French Air Ministers have resulted in an agreement in principle on the basis of large mutual co-operation to develop air transport in Africa, the Near East, Far East and South America.

M. Eynac (the French Air Minister) is particularly keen on developing night flying.

Further Details

Monsieur Laurent Eynac, the French Air Minister, arrived in London last night for a conference with Lord Thomson, the British Air Minister.

The Conference took place to-day and, this afternoon, M. Eynac and Lord Thomson flew to Paris in a French aeroplane.

Much closer relationship between British and French civil aviation is expected as a result of the meeting of the two ministers.

It is understood that plans are also being discussed by which the British air service to India may be extended to French Indo-China.—British Wireless Service.

TO BE CLOSED

UNDESIRABLE HOUSE IN PEEL STREET

An aged Chinese woman was this morning charged before Mr. T. M. Hazlerigg, M.C., with keeping a sly house at No. 12, Peel-street.

Sub-Inspector Chevalier said that when he raided the place last night, there was no answer to his knock, and he had to break a grille on the staircase door to enter the flat.

Immediately there was a stampede amongst the people in the flat, some of whom climbed into an empty flat next door and made good their escape. The accused, four girls and four men, were unable to get away.

Accused was fined \$100, and the premises were ordered to be closed forthwith.

MR. H. GRIMSHAW

DEATH OF A LABOUR OFFICE EXPERT

Geneva, Yesterday.

The death is announced of Mr. Harold Grimshaw, the departmental chief of the Diplomatic division of the International Labour Office, on whose behalf he recently visited Java and South Africa.

Mr. Grimshaw made a special study of the question of forced labour among natives.—Reuter.

it to a restaurant boat, near the Club, and had some congee. Apparently, they seemed quite content and satisfied, but suddenly they were seen to stand on the edge of the boat and take a deliberate plunge into the river. At once, the cries of "save life" were raised by the people who saw them. The staff of the Club and a crew from a gunboat stationed there immediately rushed to the spot where the girls were last seen. Many jumped into the river to rescue the girls, but the current was swift and, although all efforts were made to scour the water, there was, however, no result after an hour.

Conservancy Board
The Kwangtung Conservancy Board has been re-organised under instructions of the Central Government into the Kwangtung Conservancy Committee. The members of the Committee consist of: Mr. Hu Han-min, General Chan Ming-shu, Mr. Sun Fo, Mr. Lin Chih-min, Mr. Wu Techen, Admiral Chan Chak, Mr. Yeung Sai-nam and Mr. Koo Ying-fan. The letters of appointment have now arrived at Canton. According to information obtained from a reliable source, the date of the inauguration of the new Committee is not yet settled, as the majority of the members are in Nanking. It is likely that the members in Nanking will proceed with the formal inauguration, after which ceremony they will cable to the members in Canton, to take charge of the Conservancy Board.—Canton News Agency.

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